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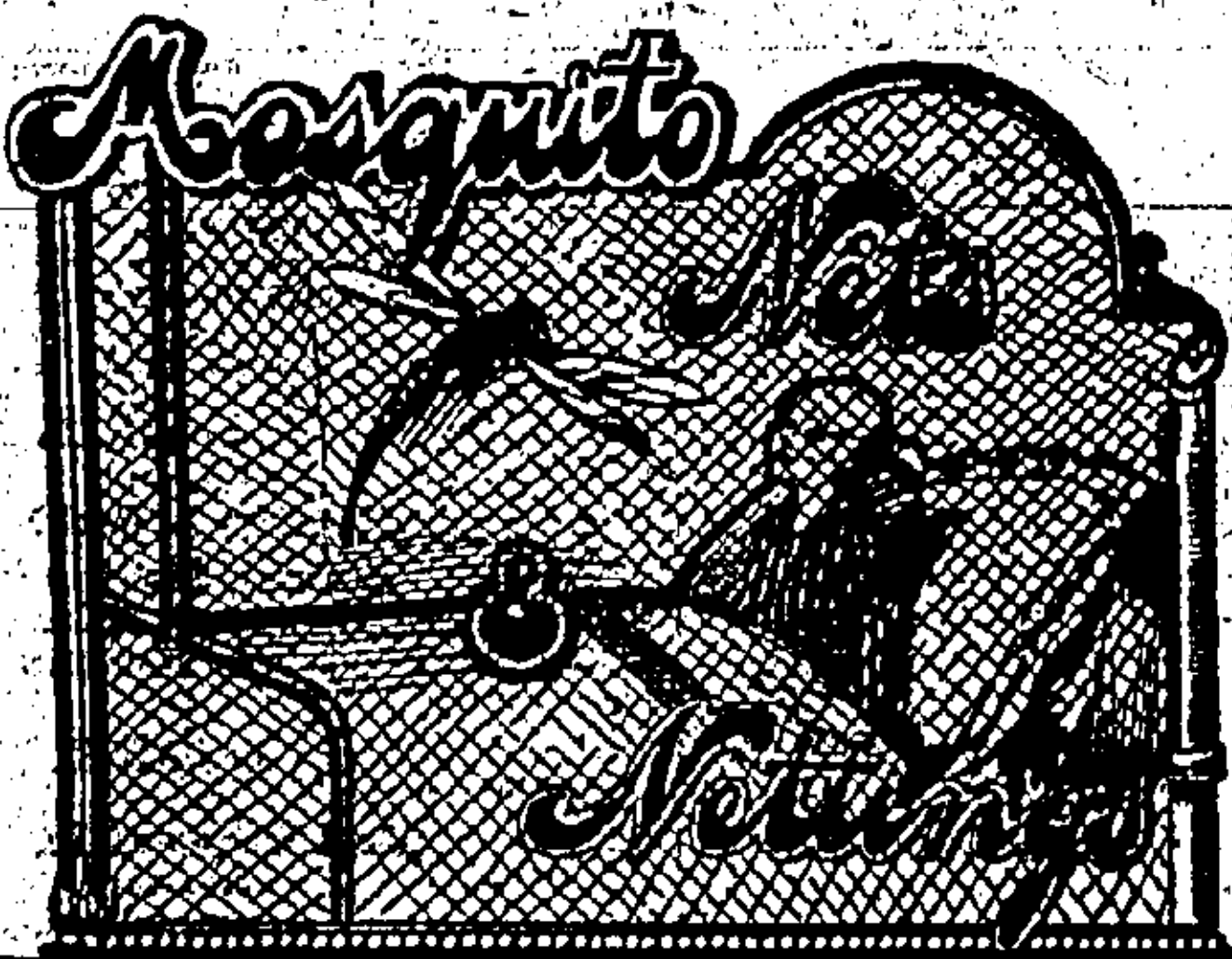
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DEATH OF THE DUTCH CONSUL AT SHANGHAI.

MR. J. H. DE REUS.

We regret to record the death of Mr. Jacob Hendrik de Reus, the Consul-General for the Netherlands, at Shanghai, whose death occurred last week. Mr. de Reus was formerly the Dutch Consul in Hongkong.

The funeral was a very impressive ceremony, it being attended by a very large gathering of sympathizing friends, representative of all sections of the local community. Members of the Consular Body and Chinese officials attended at the Netherlands Consulate-General, No. 17, Route des Sours, at four o'clock and a quarter of an hour later the cortege proceeded to the Cemetery. The coffin, which was draped with the Netherlands flag, was carried in a hearse, surrounded by beautiful wreaths, and followed by those who had assembled at the Consulate. As far as the boundary of the International Settlement it was escorted by a body of Annamite police, and thenceforward to the Cemetery gates, was preceded by Sikh mounted police. At the entrance to the Cemetery the cortege was joined by other officials and members of the Netherlands community.

As the hearse proceeded from the gates of the Cemetery to the door of the chapel, it was followed by Mr. W. Daniels, Vice-Consul, and other members of the staff of the Netherlands Consulate-General. The deceased's medals and decorations being borne on a cushion, while another official carried his sword and hat. Immediately behind them followed the four senior consuls—Sir Everard D. H. Fraser, K.C.M.G., (Consul-General for Great Britain), M. H. Wilden (Consul-General for France), Mr. T. Bascou (Consul-General for Denmark) and Mr. E. S. Cunningham (Consul-General for the United States). Then came several representatives of other foreign Consulates: Mr. Hui Yuan, Commissioner for Foreign Affairs, and Mr. S. K. Chen, his chief secretary; representatives of the Chinese Army and Navy; Mr. Kuan Chun, senior magistrate of the Mixed Court, and other Chinese officials.

The gathering at the Cemetery was so large that only a small proportion could gain admittance to the chapel, where the funeral service was read in an impressive manner by the Rev. C. E. Spencer, Sub-Dan of Holy Trinity Cathedral.

WHAT WAR MEANS.

AN AMERICAN LEADING ARTICLE.

The Times recently received from an anonymous correspondent at St. Louis a cutting of the following leading article by the American writer Dr. Frank Crane. The journal in which it appeared is not specified, but the author is described in "Who's Who" for the Associated Newspapers, "a syndicate comprising some 50 journals in the chief cities of the United States." Dr. Frank Crane is one of the most widely read publicists in America. The article is headed, "What a War Means," and says:

We are in the habit of saying that war between Great Britain and the United States of America is unthinkable. It is not. It is thinkable. Suppose we think of it. For there is a very considerable element in this country that is doing its level best to bring about such a calamity. In the first place, there is the "ancient grudge," as Owen Wister has so vividly described for us, born in the War of the Revolution and carefully nursed in school histories ever since. Then there is the fact that, for the mob, patriotism is always hate of some other country rather than love of one's own, and Great Britain was our earliest foe. Besides these, the natural friction and envy between king and of late the Irish question have added to the heat. It is also quite the style for politicians and newspapers, of the lower sort, to indulge in the popular pastime of twisting the Lion's tail.

It is from such small sparks that great conflagrations grow. Nobody expected the last Great War. It "just grew." And nobody expects a war between the two great English-speaking Powers. But wars are not planned; they are tremendous explosions caused by the growing pile of (1) long-taught hates, (2) carefully nurtured jealousies, and (3) the possession of great battle fleets or armies. That pile is growing. All that is needed is for some fool to drop a match in it and it will blow up. Some reckless American or some chuckle-headed Englishman, given just the right occasion, can bring on the horror.

It will mean, to begin closest home, the aiming of the Canadian border. Canada's are loyal to their Empire, and they are good fighters. For many a year we have lived beside this our neighbor in the peaceful rivalry of trade. Whose imagination is equal to the unspeakable results of a war upon so widely stretched a border? It will mean the bombardment of New York or London. It will mean, of course, a clash between the two most powerful navies in the world, with all the loss of life and property that it involves. It will mean a war infinitely more frightful than the last, since the Germans waged over only Belgium and parts of France, while this war will affect the richest and most populous centres of civilization.

There is little doubt that to-day what civilization we have depends upon Great Britain and the United States. If they fight both will be destroyed, whichever conquers. That will be the end of the white man and his ideals. By his own incredible folly he will have cut his throat, and the sceptre will pass to the Orient. In other words, it will be the Day of Judgment, and the wiping out of European culture and States. Just as Greece and Rome was destroyed by the barbarian. Another Dark Age will ensue, ravaged by the unbridled fanaticism of Russia and the Imperial plotters of Japan.

All this is absurd! So it is. And so was the last war.

A GAMBLING QUARREL LEADS TO A STABBING AFFRAY.

Before Mr. G. N. Orme, at the Magistrate's yesterday, a Chinese was charged with having caused, with another man not in custody, grievous bodily harm to another Chinese on the first floor of No. 70, Third Street, on April 16th last.

The complainant said he had gambled with the accused and others. He lost heavily to all four men. He paid two strangers in full, and offered to settle part of his debt with accused and Chan Ahim, as he had done on a previous occasion. This time Chan Ahim insisted that the witness should pay his debt (\$14.50) in full. There was a slight dispute. Afterwards, the accused and the others went to another cubicle where they talked in low tones for a while. Witness remained in the sitting room, and was smoking a pipe when all four returned. Without warning, the accused suddenly seized witness from behind and pinned his arms to his side. Chan Ahim then whipped out a knife and stabbed witness several times. The witness fell to the floor whereupon the accused and Chan Ahim ran downstairs. Struggling to his feet, witness gave chase, in spite of his injuries, and followed his assailants until he felt giddy and collapsed. A Chinese constable came to his assistance and applied raw tobacco to his wounds to stop the flow of blood. The witness then fainted. When he came to, the accused was produced and he identified him as one of his assailants.

The accused denied taking any part in the assault and said that he was not gambling on the day in question. The quarrel was between Chan Ahim and the complainant. It did not concern him. The complainant was "making matters bad" for him because he happened to be Chan Ahim's friend, and Chan Ahim could not be found.

The Magistrate passed the sentence of six months' hard labour and four hours' stocks in lieu of the first day.

GYMKHANA.

THE ENTRIES.

The entries for the Gymkhana on May 7th are as follows:

Five Furlongs for Subs.—Peradventure, King Harry, Neston, Frampton, Mouldy, Workshop, Glad Eye, Carpenter, Ragged Nut, Shooting Star, Dekko, Mountain Bear, Givenchy.

Class Handicap.—Redbird, Myatie Duhon, Cranby, Tweedbird, Birdshop, Tuckshop, Spotted Child, Merryland, Ragged Nut, Bolshieve, By Jingo, Repulse Bay Chief, Harlequin, Beggar King, Moorland King, Coal King, Spynut, Shooting Star, St. Anthony, Hatton, Backspot, Mountain Stream, Lightfoot, Stanley Chief, Quo Vadis, Ajax, Pantile, Scamperdale, Soapie Sponge, Tiddleywinks, Charing Cross, Spotted Sand, Forest Child, Dandy Child, Our John and Ardelan.

Gymkhana Stakes.—Speckled Mouse, Spotted Child, Merryland, Bolshieve, By Jingo, Harlequin, Beggar King, Hatton, Louza, Quo Vadis, Scamperdale, Jawleyford, Spotted Sand, Dandy Child, Hongkong Chief, Stanley Chief and Parran.

Polo Scoury.—Peanut, Mouse, Talisman, Springer, Black, Chestnut, Murphy, Brown Paper, Iddy, Miserrimus Doleful, Vee Mouse, After Dark and Moonshine.

Two-mile Post Handicap for Subs.—Peradventure, Leighton, Neston, Frampton, Pawnshop, Workshop, Birdshop, Glad Eye, Carpenter, Coal King, Flywheel, Shooting Star, St. Anthony, Backspot, Dunsop, Louza, Quo Vadis, Ajax, Frame, Tiddleywinks, Repulse Bay Chief, Ardelan and Savanna.

11 Mile Handicap.—Leighton, Tuckshop, Pawnshop, Spotted Child, Bolshieve, By Jingo, Harlequin, Beggar King, Moorland King, Flywheel, St. Anthony, Hatton, Dunsop, Mountain Bear, Lightfoot, Ajax, Scamperdale, Jawleyford, Soapie Sponge, Forest Child, Our John, Kandy Chief, Hongkong Chief and The Anier.

VENUS'S 8-HOUR DAY.

AMERICAN SCIENTIST'S CLAIM.

Professor W. H. Pickering, the American lunar and planetary observer, claims to have solved the mystery that has surrounded the rotation period of Venus for more than 30 years.

According to Professor Pickering, the planet, which is now a conspicuous object in the evening sky, rotates on its axis once in 88 hours, the rotation being direct. He finds that the planet's axis lies almost in the plane of its orbit, the inclination thereto being only four or five degrees, compared with 681 degrees in the case of the earth.

In 1846 the Italian observer Schiaparelli, the original discoverer of the so-called canals of Mars, announced that Venus only rotated once in 225 days, and, therefore, always turned the same face to the sun. Before then it was generally believed that the planet's day was about 24 hours 21 minutes long. Schiaparelli's result was, however, confirmed by Perrotin, Terby, Lowell, and other first-class observers, though some have continued to maintain the older view. It was hoped that the spectroscopic method would solve the problem, but it has yielded contradictory results in different hands.

CORRESPONDENCE.

"THE DARK MYSTERY OF THE EAST."

TO THE EDITOR OF "THE HONGKONG DAILY PRESS."

Sir,—I have read with considerable interest the article in your issue of the 28th inst. by H. D. Marriott-Watson, headed "Dark Mystery of the East."

Mr. Marriott-Watson asks the following questions:—

Why do all our gods and all our blessings come from the East?

Why do all our religions come from the East?

Why do most of our fruits come from the East?

Why do our pheasants and fowls come from the East?

Why does all civilization come from the East?

To Mr. Marriott-Watson the mystery of the East is insoluble. He writes:—

"After all, the puzzle remains. Why does everything come from the East? Is it the swirl of this Earth westwards? Is it the sun? Is it the Moon?"

Or is the solution to be found in the infinite solitudes of space?

No one can tell."

In reply to Mr. Marriott-Watson's queries, kindly permit me to assure him that the solution of the mystery lies in the fact that mankind and civilization originated in Chinese Turkestan (Central Asia) and not in Asia Minor or the Euphrates Valley as taught and believed by the leading historians, archaeologists, scientists and geologists of the world.

I have already proved in my books and pamphlets (Kelly and Walsh, Limited) by historical, scientific, and geological facts that mankind and civilization originated in Chinese Turkestan, and doubtless Mr. Marriott-Watson will be interested to know that the great American Scientific Expedition with 1,850,000,000 at its back, which has been despatched by the American Asiatic Society to carry out a five years' mission of investigation and research in Central Asia, has already arrived in China under the leadership of Dr. Roy Chapman Andrews, and I venture to hope that this Expedition will be able to verify the truth of my discoveries and findings (1914), which are the result of some twenty years of serious study and research.—Yours truly,

TSE TSAN TAI.

Hongkong, April 28th, 1921.

SHIPOWNERS' RISKS

UNIFORM RULES FOR THE EMPIRE.

The Report of the Imperial Shipping Committee, presided over by Sir H. J. Mackinder, M.P., which has been investigating the question of the liability of shipowners by clauses in bills of lading, and certain other matters relating to bills of lading, was issued last month as a White Paper.

The Committee was appointed last year with reference to a resolution passed by the Imperial War Conference, 1918, and the Committee therefore reports not only to the Prime Minister in the United Kingdom, but also to the Dominion Premiers, the Secretary for India, and the Secretary for the Colonies.

The Committee unanimously recommend uniform legislation throughout the Empire on the question of the limitation of shipowners' liability under bills of lading, on the lines of the existing Acts, but based more precisely on the Canadian Water Carriage of Goods Act, 1910, but subject to provisions in regard to (1) exceptional cases in which goods can be carried at owners' risk; (2) precise definition of physical limits to shipowners' liability; and (3) fixing of maximum monetary limits of liability.

The report deals with methods of deciding upon exceptions and limits, and proposes the establishment of a special body common to the Empire to deal with such questions. The constitution of this body and the functions it might undertake are deferred for a later report.

The Canadian Act is chosen because it embodies the latest experience. It is pointed out that the chief difference between the Australian Act and the rest of the legislation is the provision of section 8 (1) to the effect that in every bill of lading there shall be an implied warranty of seaworthiness at the beginning of the voyage.

Attention is called in the Report to a resolution of the Association of British Chambers of Commerce last year asking for legislation on the lines proposed and the Congress of Chambers of Commerce of the Empire at Toronto last September also asked for similar measures.

The Report points out that, by the common law of England, the shipowner is responsible for the safe carriage and delivery of goods committed to his charge as a common carrier, but there is nothing in English law to stop him from contracting out, and, by a practice which has gradually extended since about 1850, British shipowners do habitually in their bills of lading contract themselves out of their common law liability to a large extent. The present demand for legislation is to prevent the shipowner from contracting out of his liability in respect of "carriers' risks" only; by general consent he should continue to be free to relieve himself of his liability in respect of "navigation risks."

THE COLONY'S TRADE IN 1920 TWO HUNDRED AND TWELVE MILLIONS STERLING.

From the report of the Superintendent of Imports and Exports (Mr. N. L. Smith) for the year 1920, that was laid on the table at the meeting of the Legislative Council, yesterday, we take the following extracts:—

LIQUORS CONSOLIDATION ORDINANCE.

The net revenue collected from Duties and Licensed Warehouses during 1920 was \$779,783.85 as compared with \$739,786.25 for 1919.

The general details are as follows:—

	1920.	1919.
Duties on European liquors	\$211,341.70	\$215,552.78
Duties on Chinese liquors	530,938.40	517,978.47
Licensed warehouse fees	6,729.16	6,500.00
Licensed warehouse overtime fees	393.59	55.00
Total	\$779,783.85	\$739,786.25

OPIMUM MONOPOLY.

The revenue for 1920 was \$4,317,970.90, as compared with \$6,803,634.65 for 1919. The figure for 1918 was almost exactly double that for 1920. The price of \$14.50 per tal was maintained throughout the year.

The number of seizures of illicit opium shows a slight increase over 1919, as does also that of convictions obtained. The total amount of prepared opium seized was nearly three times as great as in 1919.

TOBACCO ORDINANCE.

The net revenue collected under the Tobacco Ordinance was \$931,577.66, as compared with \$918,905.55 for 1919—an increase of \$12,672.11. Tobacco duties remained the same.

TRADE STATISTICS.

The total trade (excluding Treasure) for 1920 amounted to \$212,302,539 as compared with \$194,594,642 for 1919. Of this, imports were valued at \$103,932,002 (as against \$90,651,708 for 1919), and Exports at \$108,369,937 (as against \$103,942,934 for 1919).

The Imports of Treasure for the year totalled \$31,751,334, including \$18,994,688 of gold and \$12,656,646 of silver.

The Exports of Treasure for the year were \$45,892,643, including \$31,930,844 of gold and \$13,961,801 of silver.

REVENUE AND EXPENDITURE.

The net revenue collected by this Department during the year was \$5,729,644.41, a decrease of \$2,434,056.31 as compared with 1919. The decrease in opium sales specified above accounts for all of this reduction.

The actual expenditure of this Department for the year was \$502,114.08, as against \$609,627.34 for 1919, showing a decrease of \$87,513.26.

THE YARN MARKET IN HONGKONG.

Messrs. Polishwalla & Kotwall, cotton and yarn brokers, of Hongkong, in their trade circular, state:—

Since our last report on the 4th inst., our yarn market has assumed a firmer tone, with keen inquiry from the Chinese buyers, due to good demand from the consuming districts.

Owing to continuous fluctuations in exchange, there were slight variations in the prices of yarn, but the improved demand has kept up a very firm tendency and business during the interval has resulted in about 8,000 bales with an advance of \$5 to \$7 per bale.

The clearances were on a large scale, which has greatly reduced the stock from the hands of foreign as well as Chinese dealers, and latest telegraphic advices from Bombay of continually rising rates further strengthened our market, which has remained very active at the close.

Total sales, 9,000 bales; unsold stock, 800 bales; bargains in Chinese hands spot and to arrive, 15,000 bales; arrivals from Bombay, 6,000 bales.

Shanghai reports much liveliness throughout the interval, with substantial improvement in the prices all round. Japanese Yarn.—Owing to high rates prevailing in Japan as compared with the ruling prices of our market, the arrivals are small and this has kept up a very steady tone in this yarn.

Raw cotton.—Bengal sales, 200 bales, at \$23; stock, 100 bales, Bengal only.

FIT-U PINCK-NEZ

is the latest of the finger operated eye glass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil springs of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose. The nose clips are of special shape to prevent slipping. Fit-U Pinck-nez of any metal are obtainable from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent optical manufacturing establishment in the Colony—located in 53, Queen's Road Central—Advt.

HONGKONG LEGISLATIVE COUNCIL.

THE STAMP ORDINANCE.

A meeting of the Hongkong Legislative Council was held in the Council Chamber, yesterday afternoon. There were present:

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT (Hon. Mr. CLAUD SEYMOUR, C.M.G.).

HIS EXCELLENCY THE GENERAL OFFICER COMMANDING THE TROOPS (Major-General Sir G. M. KIRKPATRICK, K.C.S.I.).

Hon. Mr. E. D. C. WOLFE (Colonial Secretary).

Hon. Mr. J. H. KEMP, K.C., C.B.E. (Attorney-General).

Hon. Mr. C. McI. MESSER, O.B.E. (Colonial Treasurer).

Hon. Mr. E. A. IRVING (Director of Education).

Hon. Mr. S. B. C. ROSS (Secretary for Chinese Affairs).

Hon. Mr. T. L. PERKINS (Director of Public Works).

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. LAU CHU-PAK.

Hon. Mr. A. O. LANG.

Hon. Mr. CHOW SUI-KI.

Mr. S. B. D. McLELLIN (Clerk of Councils).

ABSENT.

Hon. Mr. H. W. BIRD.

Hon. Mr. A. G. STEPHEN.

NEW MEMBER.

Mr. Chow Sui-ki took the oath and his seat as a member of the Council during the temporary absence of the Hon. Mr. Ho Fook.

MINUTES.

The minutes of the meeting held on April 28th were approved and signed by the President.

PAPERS.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid on the table the Report of the Superintendent of Imports and Exports for the year 1920.

FINANCE.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid on the table the report of the Finance Committee, No. 3, and moved that it be adopted.

The COLONIAL TREASURER seconded, and it was agreed to.

THE STAMP ORDINANCE.

The ATTORNEY-GENERAL moved that the Council go into Committee to consider the clauses of the Stamp Bill which were left over from the last meeting.

The COLONIAL TREASURER seconded, and the motion was approved.

In Committee, many verbal amendments were made, on clauses postponed for that purpose from the last meeting; clauses were re-numbered, and consequential alterations made in the Schedule.

On clause 3, sub-clause 18, an amendment was approved to make the definition of a "marketable security" the same as in the present Ordinance. In sub-clause 19, an amendment suggested by the Stockbrokers' Association was adopted. In sub-clause 22, an amendment was approved making it clear that "person" includes a firm.

Clause 5, which had been left over for re-drafting, was now adopted in two sections dealing with civil liability and criminal liability separately.

Clause 6, which had also been re-drafted, was also approved.

The ATTORNEY-GENERAL explained that the stamp duty is a civil debt to the collector, but as this clause was originally drafted the collector could never have established his claim because he could not produce the unstamped document which was the only proof of failure to pay the duty.

Clause 6 was approved as it had been amended by the Attorney-General.

Clause 10, sub-clause 3, was amended to extend the right of appeal to the Governor-in-Council on any point decided by the Collector.

On Clause 17, relating to instruments executed out of the Colony, the ATTORNEY-GENERAL said it had been pointed out in more than one quarter that the clause might have too wide an application, and it had been re-drafted to make it practically the same as in the present Ordinance, which had been the law for the past 20 years.

Clause 23 had also been re-drafted and was now approved.

PROXIES.

The ATTORNEY-GENERAL moved that clause 25, relating to proxies, be re-committed. This was agreed to and it was then amended by inserting the word "single" before the word "meeting".

The ATTORNEY-GENERAL explained that the clause as amended is intended to provide that any proxy to vote at a single

meeting must contain the date of the meeting. It was feared, that from the wording of the clause, it might possibly be held that there was no power, any longer, to give a general power of attorney and in order to clear up that question this word was proposed to be inserted.

The clause as amended was approved.

LIABILITY OF CORPORATE BODIES AND FIRMS.

With reference to Clause 41, which had been held over for re-drafting, the ATTORNEY-GENERAL proposed that it should read as follows:—

41.—(1) Where any obligation or liability is under the provisions of this Ordinance imposed upon a corporate body, and such obligation or liability is not discharged, every director, manager, secretary, and other officer, of the corporate body, who is wilfully a party to the default, and the said corporate body, shall be deemed to commit an offence against this Ordinance.

(2) Where any obligation or liability is under the provisions of this Ordinance imposed upon a firm, and such obligation or liability is not discharged, every partner in the said firm, and every servant of the said firm who is wilfully a party to the default, and the person appearing to have the management of the said firm within the Colony, shall be deemed to commit an offence against this Ordinance.

The general idea of the two clauses (he said) was to make the company in the one case, and the manager in the other, liable to see that the documents are duly stamped, but neither a director, officer or servant shall be liable unless he is knowingly and wilfully a party to the evasion of the law.

The clause, as re-drafted, was approved. Clause 42 was verbally amended and approved.

The ATTORNEY-GENERAL introduced a new clause, No. 43, to provide that the Ordinance shall come into operation on the 1st of May, 1921. He said he understood the intention was to take the third reading of the Bill on Saturday, at a formal meeting of the Council, and the Bill would be gazetted in a *Gazette Extraordinary*.

The Hon. Mr. POLLOCK: I suppose, Mr. Attorney, there is no objection to the Bill coming into force on a Sunday?

The ATTORNEY-GENERAL said he did not think so.

HIS EXCELLENCY: Make it Monday, the 2nd day of May.

This was agreed to.

THE SCHEDULE.

Heading No. 1, Adjudication, fee (to be paid on the requisition or other application for adjudication).

The ATTORNEY-GENERAL said that a representation had been made by the Chinese Chamber of Commerce that the fee of \$10 was too high and he moved that it be reduced to \$5.

HIS EXCELLENCY (to Mr. Lau Chu-pak): Will you second that?

The Hon. Mr. LAU CHU-PAK: I think it is still too high. Every time a Chinese goes to the Stamp Office and asks for a document to be stamped he has to pay \$5.

HIS EXCELLENCY: I understand the collector is always ready to help in a case of that kind. Where any formal adjudication is applied for then he has to pay. Where no formal adjudication is applied for there is no charge whatever.

The SECRETARY FOR CHINESE AFFAIRS said it was only in a case of a dispute that adjudication was applied for. Chinese who asked for an opinion were always given it. On adjudication one paid, but not for merely asking advice.

The Hon. Mr. LAU CHU-PAK: In that case, I withdraw my objection.

The heading, as amended, was approved.

Heading No. 5, relating to "agreement for the sale of property" was omitted and subsequent headings were re-numbered accordingly.

LETTERS OF CREDIT.

Heading No. 12, re-numbered 10, relating to Bills of Exchange.

The ATTORNEY-GENERAL moved an amendment to sub-clause 4, exempting letters of credit granted in the Colony, and drawn out of the Colony. He said it has been suggested to me that this does not go quite fairly. I would point out that if it is found not to cover what it is intended to cover, exemption can be made by Regulation at any time.

The Hon. Mr. LAU CHU-PAK: The Chinese want to know if letters of credit include private letters authorising people on the mainland to pay sums of money, people in the country—private individuals or firms—suppose I write to Canton asking a firm or private individual to pay a certain sum of money to a friend or a member of my family, do you call that a letter of credit?

The ATTORNEY-GENERAL: I should imagine that is not a letter of credit, but a mere request. I am afraid I cannot give a definition of-hand.

HIS EXCELLENCY: Payment made here.

The Hon. Mr. LAU CHU-PAK: I am rather confusing.

The Hon. Mr. POLLOCK: A letter of credit is usually issued through a bank. HIS EXCELLENCY: A number of the deposit money locally and usually the money is paid out in other places. It is usual to send one letter with the name and amount. Where name and amount is entered, I think it should come under letter of credit.

The ATTORNEY-GENERAL suggested that the sub-head as drafted be approved, and that any appropriate exemption could be made by Regulation.

This was agreed to.

BILLS OF LADING.

Heading 13, relating to Bills of Lading. On the motion of the ATTORNEY-GENERAL, the duty was amended by substituting \$3 for \$3 in the two places in which it occurred.

Heading 16, re-numbered 14—relating to Charter Party. The duty was amended to 15 cents for every \$100, instead of 25 cents.

CONVEYANCE ON SALE.

Heading 17, re-numbered 15—relating to conveyance on sale. The duty was amended by substituting \$20,000 for \$20,000, in both places in which it occurs in the schedule.

Heading 22, re-numbered 20, relating to exchange contracts, was amended to agree with the new clause relating to exchange contract cancellation note.

Heading 23, re-numbered 21—relating to duty in fore-closure order) was amended so that the stamp duty of 50 cents for every \$100 will apply to the value of property not exceeding \$20,000 instead of \$5,000, and making the duty \$1 for every \$100 where the value of the property exceeds \$20,000, instead of \$5,000.

THE DUTY ON LEASES.

On Head 26, re-numbered 24—the ATTORNEY-GENERAL moved a new sub-heading, No. 2, providing that where the lease, if granted in consideration of a rent, is for any term not exceeding one year, a stamp duty of 50 cents will be payable in respect of every \$100 or part thereof, of the rent for one year; and where the lease is for any term exceeding one year, \$1 for every \$100 or part thereof, of the rent for one year.

The Hon. Mr. POLLOCK: I think it would be more equitable to double the present duty of 10 cents for every \$100 and on 30 years on more 50 cents for every \$100. It is a big increase on a one year's lease, from 10 to 50 cents, and on 3 years, of 25 cents to \$1.

The Hon. Mr. LAU CHU-PAK: I agree with Mr. Pollock. I think it is too much.

The ATTORNEY-GENERAL pointed out that 50 cents on a lease valued at \$125 dollars a month would mean only \$7.50 a year.

HIS EXCELLENCY: At present, it is only \$1.50.

The Hon. Mr. LAU CHU-PAK: It would be a burden on the lessee.

The COLONIAL TREASURER: It is a small burden compared with the rent.

The COLONIAL SECRETARY: The duty in the past has been very light.

HIS EXCELLENCY: Who pays—the landlord or the tenant?

The COLONIAL SECRETARY: The tenant.

The Hon. Mr. LANG: The less we increase rents the better; keep them down, rather.

The COLONIAL SECRETARY: In some cases, I understand, the tenant pays half, and the landlord pays half. In some cases the tenant pays the lot. I don't think there is any case where the landlord pays the lot.

HIS EXCELLENCY: You might make it 25 cents up to one year, 50 cents up to three years, and then the dollar. Would that meet the objection?

The amendment suggested by HIS EXCELLENCY was agreed to.

Amendments were made in the wording of Heading 30, re-numbered 29. The effect was to make collateral securities subject to a duty of 10 cents instead of 20 cents and extensions of time of original mortgage, and transfers of mortgage, also, 10 cents on every \$100.

Heading 34, re-numbered 33—(Policy of Insurance) was revised, one of the alterations being to make the duty on re-insurance the same as on a direct policy.

Heading 41, re-numbered 40—relating to shares. The duty was altered from 50 cents for every \$100 to 20 cents, payable before execution.

In Heading 42, re-numbered 41, (shipper's books), the duty was changed from \$3 to \$5, in the two instances in which the figure occurred.

On Heading 43, re-numbered 42—(telegraphic transfer advice).

The Hon. Mr. LAU CHU-PAK moved that the duty be reduced from 10 cents to 5 cents for every \$100. He considered 5 cents would be more reasonable.

The Hon. Mr. CHOW SUI-KI seconded.

HIS EXCELLENCY: The Government have considered the point brought forward for exemption up to \$10,000, but, acting on advice which they felt was sound, they consider that the tax is not one that will cause any hardship nor, one would suppose, cause any such business to be transacted out of the Colony to any great extent. Therefore, I am unable to accept the amendment. (To the Hon. Mr. LAU CHU-PAK): Do you wish for a division?

The Hon. Mr. LAU CHU-PAK: I do not think it will be any good.

HIS EXCELLENCY: Heading 43, re-numbered 42, stands part of the Schedule.

Heading 44, re-numbered 43—relating to voluntary disposition *inter vivos* of property, was amended by substituting \$10,000 for \$5,000.

On the motion of the Hon. Mr. POLLOCK, the ATTORNEY-GENERAL was authorised to make any amendments consequential on the re-numbering. The Council then resumed.

BILL TO BE PRINTED.

HIS EXCELLENCY: In view of the large number of amendments, the Government feel it will be convenient to have the Bill re-printed as quickly as possible and it is hoped that hon. members may have the Bill, with all amendments printed, by to-morrow evening, or, at any rate, at first thing on Saturday. I propose to adjourn the Council till Saturday, noon, when the third reading of the Bill will be taken.

THE ALLEGED FORGED RECEIPT.

DEFENDANT SECURES A MAJORITY VERDICT.

THE JUDGE'S SUMMING UP.

The case in which Shum Lai Sang, managing partner of the Kowloon Stores, was indicted for forging and uttering a receipt, and attempting thereby to obtain money by false pretences from J. H. van Gennep Luhrs, managing director of the Holland Pacific Trading Co., Ltd., was concluded at the Criminal Sessions, before Mr. H. H. J. Gompertz, yesterday morning.

Mr. Dyer Ball appeared for the Crown and Mr. F. C. Jenkin, instructed by Mr. A. H. Crew, of Messrs. Hastings and Hastings, for the defendant.

In beginning his summing-up, the Acting Chief Justice told the jury that if they thought the prisoner filled up, dishonestly, blank forms with the words purporting to be a receipt they might as well, without considering the legal aspects of each charge, find him "guilty" on all three counts of the indictment; if, on the other hand, they were not satisfied, they would find him "not guilty" on all three counts. If they felt there was reasonable doubt of guilt, the defendant was entitled to an acquittal.

The case for the prosecution was that this money was not and could not have been paid because it could not be traced in any account kept by the complainant. He had readily produced his accounts, and, apparently, the other side had not been able to detect in them any weak point which threw doubt on that assertion. The second point was that he was not in financial straits. The complainant had told the Court that he got all his typewriter supplies from Messrs. Ramsey & Co. and a member of that firm had said that they never supplied a violet ribbon, with which, undoubtedly, the receipt was typed.

The Judge summed-up the peculiarities in the receipt form which led the prosecution to submit that it was a fraudulent document, and re-called the incident of handing the defendant contract forms signed in blank, which it was suggested had been trimmed down for the purpose of committing a forgery.

There was one point made quite strongly against the complainant (continued His Honour) and that was his demeanour. Of course, demeanour is very important and counsel is entitled to call attention to anything in the demeanour of witnesses for the other side. Mr. Jenkin points out to you that Mr. Luhrs, although he disclaimed being the prosecutor, has taken notes and frequently approached the counsel for the prosecution. He also suggests that Mr. Luhrs' demeanour in the witness-box was bad, and that he pretended not to understand things. As to that, it was fairly replied by Mr. Dyer Ball, that Mr. Luhrs is not speaking his own language; he is a foreigner, and although he may know English quite well for ordinary business purposes, he may find some difficulty in expressing himself in cross-examination.

And you have to remember this, too, that this is much more than the ordinary case in which a complainant comes forward. The complainant himself, in a sense, upon trial. He is a member of this Colony, a member of the Chamber of Commerce, and if the story of the defendant is true, then the complainant has not only committed perjury all along the line, but he has received, and is now fraudulently retaining, and trying to deprive the defendant of \$5,000. That, I think, may tend to make a man eager and nervous.

Continuing, the Judge said that the jury must also consider whether they felt that the complainant, in coming into the box in a criminal case without having made himself fully conversant with his books of account, had left the issue in such doubt that the verdict must be one of acquittal.

Coming to the defendant's case, the Judge said that as to the main issue this depended upon a denial of the case for the prosecution and the jury must decide which version they believed.

They were also entitled to consider the defendant's demeanour in Court, and in the witness-box. Finally, the jury found in Mr. Luhrs' attitude in the matter of the accounts something sinister; he thought they might treat as a subsidiary issue the difference before the prosecution and the defence as to whether there were personal transactions with the defendant apart from the Kowloon Stores or not.

After a retirement of about half-an-hour, the jury returned. The foreman said that, by a majority of six to one, they found the prisoner "not guilty."

He was accordingly discharged.

Mr. Jenkin applied for the receipt form and this was relinquished by the prosecution.

A sensational report was recently circulated by a Lisbon correspondent, to the effect that war was imminent between China and Portugal. Strained relations between these two countries had been caused by China's refusal to permit the Portuguese to construct an efficient harbour at Macao. The correspondent went on to say that Britain was supporting China on this question as Britain feared that the harbour at Macao would prove a dangerous competitor to Hongkong. The British Government brought this report to the attention of the Portuguese Government and the latter issued an emphatic denial which completely removed the misapprehension created by the report. The report was telegraphed to Rio de Janeiro, among other places. Which only shows, as a contemporary remarks, how anxious some people are to foretell a war somewhere or other.

LANE, CRAWFORD'S

are now showing the new styles in English and American

BATHING COSTUMES

FOR

MEN - WOMEN BOYS & GIRLS

CAPS

WRAPS

SHOES

There are so many Styles and Colour combinations among these Costumes and Caps you'll be sure to find just the kind you require

STOCKED IN ALL SIZES

Including extra small and extra large.

LANE, CRAWFORD & CO.

ESTABLISHED 1850.

SHIPCHANDLERS.

COMPLETE SHIP'S OUTFITTERS.

DECK AND ENGINE ROOM STORES OF ALL DESCRIPTION.

OILS, PAINTS AND VARNISH IMPORTERS.

ENGINEER'S TOOLS, BLOCKS AND TACKLE.

HEMP AND MANILA ROPES ALL SIZES.

PACKING AND ASBESTOS GOODS.

SOLE AGENTS FOR DOBBIE McINNES'S NAUTICAL SPECIALTIES.

HONGKONG.

NEW MUSIC

WHISPERING

NAUGHTY WALTZ

VENETIAN MOON

AVALON

JAPANESE SANDMAN

ETC., ETC.

AT

ANDERSON'S

Powell & Co.

TELEPHONE 8146.

GENTLEMEN'S

HIGH-CLASS OUTFITTERS.

COOL

SUMMER

UNDERWEAR.

SPECIALITIES!

"AERTEX" CELLULAR IN COTTON AND LISLE.

We have also a complete stock of

"MORLEYS" UNDERWEAR in

INDIA GAUZE, "FLEXINET,"

SILK and WOOL and PURE WOOL.

WE INVITE INSPECTION.

NEW ADVERTISEMENTS

Mr. F. B. L. BOWLEY.

P.F.C.

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NOTICE.

THE Interest and Responsibility of Mr. FRANCIS BOWLEY LYON BOWLEY in our Firm ceased on the 28th day of April, 1921. Mr. CHARLES BULMER JOHNSON and Mr. HENRY LAMBERT DENNIS, Junior, will continue to carry on the business. DENNIS & BOWLEY.

Dated 28th day of April, 1921.

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HONGKONG TAILORING CO.

No. 1c, D'AGUIAR STREET.

TAKE NOTICE that L. LAM, the late manager of the Hongkong Tailoring Company, has, as per our previous notice, no longer power to receive any money or give receipts therefor on behalf of the above Firm. Any money or receipts or pledge the credit of the Firm in any way whatever.

The HONGKONG TAILORING CO.

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NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship "ATSUTA MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 5th May, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, April 28th, 1921.

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NOTICE.

THE HONGKONG TAILORING COMPANY.

I, the undersigned, L. LAM, hereby notify that I am still the Chief Manager of the Hongkong Tailoring Company of No. 1c, D'Aguiar Street, Hongkong, Tailors, and have full power to receive monies and give receipts on behalf of the said Firm and to enter into contracts and pledge the credit of the said Firm in the ordinary course of business.

L. LAM.

Dated the 26th day of April, 1921.

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FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden. Early possession. Apply to—

Box No. 588.

Care of Daily Press Office.

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A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 2, D'Aguiar Street, Telephone No. 2832.

WEEKLY AUCTIONS.

TUESDAYS—

MISCELLANEOUS GOODS.

THURSDAYS—

VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS—

EXCELLENT HOUSEHOLD FURNITURE.

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"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENALDER" Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered, after the 30th April, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th May, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th April, at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hongkong, April 28th, 1921.

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INTIMATIONS

IMPORTS AND EXPORTS OFFICE.

NOTICE.

IT IS HEREBY NOTIFIED that from MAY 1st, the PERMIT OFFICE of this Department will CLOSE at 1 P.M. on SATURDAYS, instead of 4 P.M.

N. L. SMITH, Superintendent, Imports and Exports. [863]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from THURSDAY, MAY 27th, to SATURDAY, MAY 29th, (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, A. G. STEPHEN, Chief Manager.

Hongkong, April 28th, 1921.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG & SHANGHAI BANKING CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of May, 1921, at Noon, for the purpose of considering and if thought fit of passing the following resolution:—

- 1.—That the Directors of the HONGKONG & SHANGHAI BANKING CORPORATION be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinances under which the Company is incorporated and carrying on business so as to allow of the capital of the Company being from time to time increased from 20 millions of dollars to the present authorised capital of the Company to 50 millions of dollars.
- 2.—That the Capital of the HONGKONG & SHANGHAI BANKING CORPORATION be forthwith increased from \$15,000,000 to \$20,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of \$70 on the terms after mentioned. Shareholders on the Eastern Register to pay for their allotments at the rate of exchange for the Company's demand Bills on London on the day on which the instalments are due.
- 3.—That the said New Shares be so the first instance, in such manner as the Directors shall prescribe for that purpose, offered to shareholders in the proportion of one New Share for every three shares of which on the 28th day of May, 1921, Shareholders shall respectively be the registered Holders, and that any New Shares not accepted by Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.
- 4.—That the payment of the sum of \$70 per share for each of the said New Shares be made as follows, viz:—
1st. instalment of \$35 on the 1st day of July, 1921.
2nd. and final instalment of \$35 on the 1st day of October, 1921.
- 5.—That the Directors issue to Shareholders, holding shares less than or not a multiple of three, a fractional certificate in respect of each share less than three and in excess of a multiple of three and allot one New Share to every three fractional certificates on or before the 1st day of July, 1921, and pay the first instalment in respect thereof.
- 6.—That after payment of the first instalment, and pending payment of the remaining instalment, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares entitling the holders on payment of the remaining instalment, and subject to such other terms as to approval, date for lodging scrip certificates and otherwise as the Directors may prescribe, to be registered as the owners of the shares respectively represented by such Scrip Certificates.
- 7.—That interest at the rate of 6 per cent. per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered holders of Scrip Certificates for New Shares be entitled in respect of such New Shares to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up, and from due dates for payment of same.
- 8.—That interest at the rate of 8 per cent. per annum be charged on each instalment not punctually paid, and be paid with each such instalment.
- 9.—That all moneys received from premium on the said New Shares be added to the Sterling Reserve Fund.

For The HONGKONG & SHANGHAI BANKING CORPORATION, A. G. STEPHEN, Chief Manager.

Hongkong, April 28th, 1921.

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for: Borneo P.O. AD. AP. AW. BF. BG. BR. BV. KX LM. 50

WANTED.—BADMINGTON SET—must be in good order. Apply Box 57, LP, c/o Daily Press Office.

WANTED.—STEAM LAUNCHES.—about 60 ft. long or more, draught 7 ft. must be strongly built and in good running order, surface condensing engines. Full particulars to—CHIEF ENGINEER, Victoria.

EUROPEAN 33. Seeks employment any capacity, Motor Line preferred or partnership of same considered. Good knowledge of Cantonese. Apply to Box 10, c/o Daily Press Office.

TO LET.—No. 13, ASHLEY ROAD, Kowloon; Six-roomed HOUSE from 1st June, 1921. Apply to—J. M. NORONHA, Credit Foncier d'Extrême-Orient.

TO LET.—OFFICE To Let in Alexandra Buildings. Apply A. S. WATSON & CO., LTD.

SWEET PEAS. For Sale a few packets of seed saved from my own plants. Delivery now or at proper sowing season. A. NICOL, Quarry Bay.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"YATSHING"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by May 2nd, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within ten days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, April 28th, 1921.

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NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship.

"ATSUTA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared by May 4th, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, April 27th, 1921.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DILWANA"

Arrived Hongkong, on April 28th, 1921.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From MALT-ELLES ex S.S. "KAIRER."

From Persian Gulf ex B.L.S.N. and B.P.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GOSWAMI & D. WILKIN, at 10 A.M. on 10th May and TUESDAY.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, April 28th, 1921.

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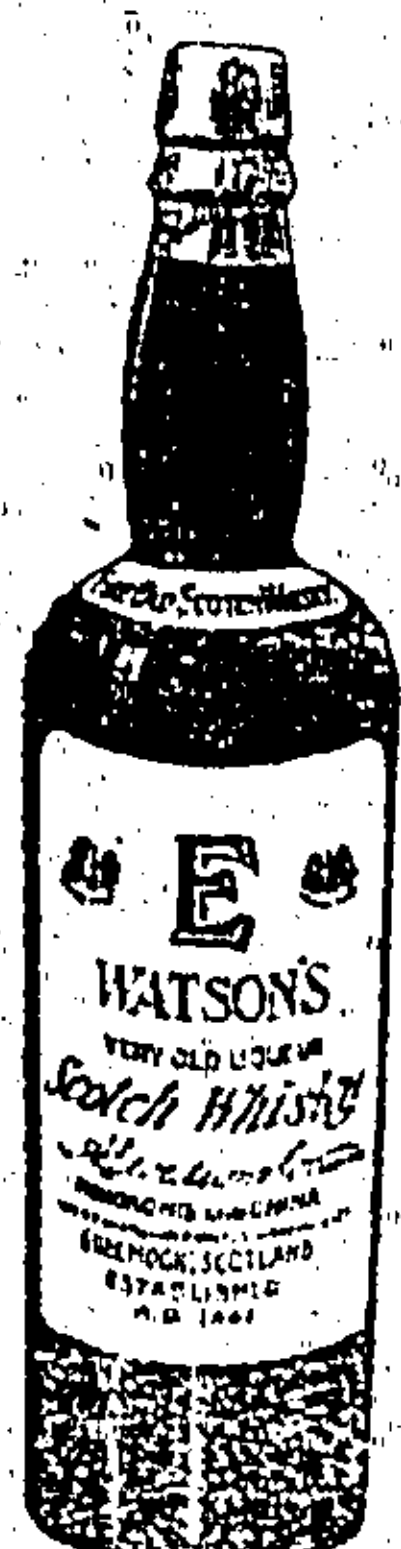
INTIMATION

WATSON'S

"E"

THE PREMIER SCOTCH

of the Far East.



Popularity maintained

by its

EXCELLENT QUALITY

NOT BY EXPENSIVE

WORLD-WIDE ADVERTISING.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS,

HONGKONG.

MARRIAGE.

BERAH—PAHOMOVA.—At Shanghai, April 21st, MATHEO T. BERAH, to ALIA PAHOMOVA.

DEATH.

GHOAT.—At Shanghai, April 21st, SARAH MILDRED GHOAT, mother of Mrs. Thomas Freeman, aged 60 years.

HONGKONG OFFICE: 104, DES VOEUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 29th, 1921.

ECONOMIC DEVELOPMENT IN MANCHURIA.

There is no part of China which has shown greater economic development in the past ten or twelve years than the Manchurian provinces, and "The Economic History of Manchuria" as it is related in a very useful volume bearing this title, just issued by the Bank of Chosen, which has very extensive interests in Manchuria as well as in Korea, contains a great deal that is well worth attention by foreigners and Chinese alike. Among the many tables of statistics which are to be found in the book is one which shows that during the past eleven years the trade of Manchuria has nearly trebled, while the ratio relative to the whole trade of China has increased from 11.5 to 16.8, showing, as the author says, that the trade progress of Manchuria has been much faster than that of China as a whole. Japanese enterprise has, of course, been very largely responsible for this remarkable development. Even before the outbreak of the great European War, we are told, 75 per cent. of the imports and 85 per cent. of the exports were in the hands of Japanese. "The Great War still further influenced the import trade in favour of Japan, and in 1917, of the total import of Hk. Tls. 91,042,033, no less than Hk. Tls. 77,338,849, or 85 per cent., was from Japan. But the export trade was somewhat differently affected. The export to Japan increased in absolute amount, but the percentage of it to that of other countries declined to 70 per cent., the demand for Manchurian products in other quarters of the world largely accounting

for this." But even this demand for Manchurian products from other quarters of the world must have represented gain to Japanese interests which are almost entirely in control of the trade of the Manchurian provinces.

The author of "The Economic History of Manchuria"—Mr. T. HOSHINO, a member of the staff of the Bank of Chosen—indicates two events as standing out prominently in Manchuria's recent economic history: one is the rise of a great export trade in beans, and the other the growth of Dairen as a world trading port. The latter, of course, has been a consequence of the former. Beans, bean cake and bean oil represent the chief lines of trade in Manchuria and the story of the development of this trade is a very interesting one. Cultivated and prepared at first for domestic consumption, the discovery was made in the middle of the nineteenth century that bean cake possessed fertilising qualities which made it an article of trade. At first the market was confined to China, but following the China-Japanese war (1894-1895) the market for bean cake was extended to Japan, and the Russo-Japanese war led to the extension of the market to Europe and America. The vast armies which occupied the whole of South and Central Manchuria during the Russo-Japanese war depended for their cereal food largely upon local supplies, and consequently a great impetus was given to Manchurian agriculture at that time. But upon the withdrawal of the troops, the cessation of local demand called, in the natural course of events, for the discovery of a new market, especially for the wheat and bean crops. An extract from "The Economist" (London) is quoted as showing how the export trade began which has since been developed to such important proportions. "It was in November, 1908," the account states, "that Messrs. Mitsui & Co. made the first considerable trial shipment to England. The result was so satisfactory that an order for a large consignment followed, and in March, 1909, the first large cargo—5,200 tons—was landed in Hull. Contracts were at once made as the suitability of the new oil seeds for many purposes became known and the good condition in which they arrived. During the season 400,000 tons were exported, almost all to England, and many of the large oil-crushing mills set their entire plant to work on the crushing of the beans, to the exclusion of cotton seed, linseed, and other oleaginous seeds; the supposed shortage of flax and cotton crops in the United States and the anticipated shortage of linseed in the Argentine, with the resultant scarcity of cotton and linseed products found the English market comparatively unperturbed, for the reason that the soy oil and cake can supply most of the requirements as well." Then we are told that Messrs. Lever Brothers, of Port Sunlight, were the first soap manufacturers to use bean oil on an extensive scale, and were followed shortly by others, so that the demand increased to such an extent that for the season 1909-1910 fifty steamers were chartered to load beans at Dairen and Vladivostok, 300,000 tons, worth £2,000,000 being contracted for in the month of December alone. The latest figures given in the book are for 1917 and they show that the exports in that year through Dairen, Newchwang and Vladivostok were: Beans, 500,381 American tons; bean cake, 1,149,308 American tons; and bean oil, 200,023 American tons.

Development in Manchuria has not been confined to the soy bean trade. Remarkable progress has been made in many directions—in agriculture, mining and manufacturing industries. In factories in the railway zone alone capital investments in six years increased from yen 2,448,205 to yen 20,855,245, while the value of factory products increased from yen 3,681,381 to yen 29,648,802. One of the greatest factors in the economic and political situation in the provinces has been the South Manchurian railway. The author objects to this chartered company being compared to the East India Company, as it is not a monopoly. It is a joint-stock company, organized according to the commercial law of Japan. An idea of its wide ramifications may be gathered from the following extract:—

"This great company is playing in fact the part of both master and servant in Manchuria, and every day of travel in that land will serve to convince one of this fact. The traveller journeys in the company's cars and stops at the company's hotels, which are heated by coal from the company's own mines, lighted by electricity from the company's own electric works, and he drives along the fine roads built by the company in the company's own motor-cars, takes lunch at the company's restaurant, and, if unfortunate enough to fall sick on the way, is sure to be taken to one of the best treatment to be expected under the circumstances, and all the time he is served by the company's men. Should, however, it be his lot to be in any part of the railway zone, he must conform to the rules set by the company, pay taxes to the company, and subject himself more or less to its controlling power. Here the company plays its part as master. This monopoly of all enterprises by one company has naturally evoked much criticism as tending to suppress individual activity. But those who know anything about the conditions of the Japanese traders, merchants, and so-called men of enterprise, who flocked to Manchuria after the Russo-Japanese War will only smile at the criticism. To say the least of it, they had little capital, and a conglomerate of small traders, retail shops, barbers, restaurants, and photographers, would never have made Manchuria as it is. It is rather through the efforts of the South Manchurian Railway Company that individual enterprises are so many now, have come to exist in Manchuria. The question now is whether the South Manchurian Railway Company must still continue a Jack-of-all-trades, or whether it would not be better for Manchuria as a whole, and especially for the healthy development of the Japanese community there, for it to give up some of its less important undertakings, and devote its whole energy to those which no institution of lesser importance could ever undertake with success."

The railway zone and Japan's leased territory, however, form but a very small part of the vast territory known as Manchuria, and the author declares that "if reconstruction has been necessary for its development, no power but China has ever been in a frame of mind to undertake it, and the world knows well she has seldom been in a frame of mind to undertake it. . . . The Government has had very little to do with it; it has largely been accomplished by the force of circumstances over which neither the Government has any control." Like Topsy it has "just grown."

Long as this article already is we ought not to conclude without a reference to the remarkable growth of Manchuria's chief port—Dairen—which in a single decade rose from the 42nd to the 2nd position in the trade returns of the Chinese Maritime Customs. The author confesses to a fear that this position of Dairen is far from being safe, being very closely followed by Hankow and Tientsin; "it may fall to third, or possibly fourth place during the next few years, but there is no doubt that it will distance the others more and more as time goes on, and its position as the second port of China will become equally secure as the position of Shanghai as the first port." Certainly present indications point to that conclusion.

Over two inches of rain fell in the Colony on Wednesday night.

The Russian Volunteer Fleet in Vladivostok is selling its steamer *Moscow* by public tender.

The Hon. Mr. A. G. Stephen, Chief Manager of the Hongkong and Shanghai Bank, has gone North on H.M.S. *Alacrity* as the guest of Admiral Sir Alexander Duff.

The Hon. Mr. H. W. Bird, Mr. G. T. Edkins and Miss Edkins, Sir Ellis Kadoorie, Rev. Father Robert, Mr. H. W. Sassoon, and Mr. H. P. White were among the passengers by the *Empress of Russia* yesterday for Shanghai.

As Mr. J. M. Hickson finds he is unable to get back from his mission at Canton in time, his service at St. John's Cathedral, at which he was advertised to give an address, this afternoon, has had to be postponed until Monday next, May 2nd, at 5.15 p.m.—Adv.

The former International Institute building on Avenue Joffre, Shanghai, has been purchased by the National South-Eastern University, and will be used as a department of the University. Land is being brought at Kiangwan for other departments of the University.

The majority of the sites for aerodromes and stations for the proposed Peking-Shanghai aerial service have been selected, and work of construction commenced. The site of the Tientsin aerodrome is located near the Central Railway Station. It is estimated that the work of construction will be completed by the end of June.

The Hongkong and Shanghai Banking Corporation has received a telegram from their Singapore Office that a Straits Settlements Loan, 1921, of \$20 millions will be issued on the 2nd prox. bearing interest at 7 per cent. per annum, payable half-yearly, free of tax other than death duties. The issue will be \$100 per cent. repayable at par on 1st May, 1926.

and intimidated gentleman of fundamen-
tally respectable character," whose "weak-
ness" and "irascibility" are "not to be
"cannot assert himself against his arrogant,
"ant and hard-hearted wife," and who
so much depressed by debts incurred
against his will that he avoids being seen
out of doors. The son and his mother
still feel that their relation to the rest
of humanity is, "only that of Royal High-
nesses." Nevertheless, the report re-
gards them as "worthy of pity, for unkind-
ness allowed them to grow up in the
"of the Royal Court," and they are
consequently "blind to the rights of time,
"blind to their own proud neglect of
out any sense for the value of money,
well as without moral feeling of respon-
sibility for what, as human beings, are
members of the nobility, they owe to
their fellow-creatures." The profligate
of the young Prince is charitably describ-
ed as an "incurable inborn trait."
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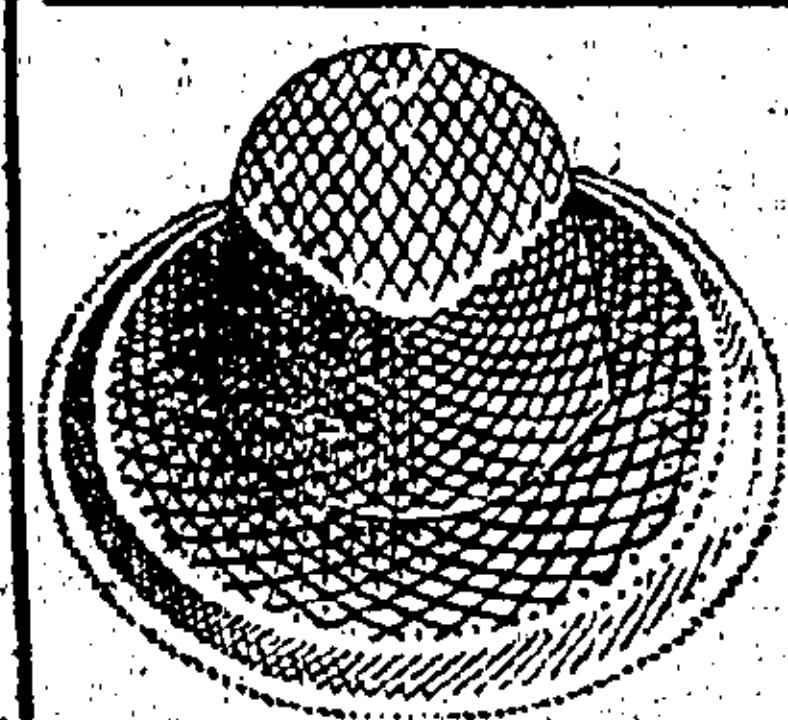
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PARIS FASHION NOTES.
DECLINE OF THE DECOLLETES.(FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSEY.)

Paris, March 7th.

The waistcoat promises at this early stage to become one of the dominant features of dressing this season. Worn with a blouse and, being long in shape, suggests the popular jumper models.

As a rule the new waistcoats are made in some thick woolen material, so that they are most practical and comfortable for extra cold days as well as being quite chic and effective. A woolen material in a bright shade of yellow, jade or red is taken and trimmed with a casing of black silk braided buttons, etc., or else a bright material striped with black is used. Invariably the colours chosen are inclined to be on the showy side, the black or navy blue shade of the tailor-made being used as a foil. They are made single-breasted and button high up the neck with, perhaps, the two points of the collar turning back in peaks in front. The buttons and buttonholes are placed very close to each other, showing that they are as much for decoration as use, and they are continued right to the top of the collar, whence this latter turns back or not. Tiny pockets are sometimes let in.

So as not to appear bulky under the coat or put it out of shape, these thick waistcoats are mounted on a back and sleeves of silk or satin, made perfectly plain and drawn into the waist with a strap and fastened similar to that on a man's vest.

A few, more dainty in type, are to be seen for wear with the velvet coat and skirt that has put in an appearance in smart circles during the last week or two. These figure in delicate silks, brocades or figured satins, and they are trimmed with jewelled buttons, lace ruffles at the neck and sleeves and, sometimes, a touch of embroidery. Naturally, the shades chosen for this type of waistcoat are more subdued than those fashioned of the thicker materials. Pearl grey, ivory, beige and champagne are what one sees most. A particularly pretty and elaborate one was made in ivory silk splashed with floral designs as thickly as the more decorative types of ermine are. A binding of white silk braid and tiny jewelled buttons fastening up the front completed the whole.

DESIGNS FROM ARABIA.

Many designs and colours, also, have been borrowed from Arabia for these new models. Very effective are some of the combinations thus created, and very becoming to the woman who affects the particular style of dressing called "smart."

Scarves, too, are to be another feature. They will be fairly wide, long and, for everyday wear, fashioned of some thick blanket material. The ends are finished with a deep fringe to harmonize or contrast with the colour of the scarf. The more elaborate and decorative ones are made in jersey or crepe de Chine in a heavy quality. They are either plain or else figured; in the latter case, the foundation is bright in colour and the designs stamped or worked thereon suggestive of Impressionist ideals.

Velvet coats and skirts and velvet cloaks for evening wear are quite the order of the day. The former are, naturally, in a class with the more decorative type of tailored suit. They are much better-trimmed and extravagant in cut, and are worn, as a rule, with one of the lighter types of waistcoats I have just referred to. Cloaks made of velvet are circular in shape and are lined with brocade or heavy crepe de Chine. The circular full-draped collars are still popular for wear on cloaks or loosely-made coats.

POPULARITY OF BLACK.

It is amazing the amount of black that is worn on all occasions, but particularly in the evening. At least ninety per cent. of dresses designed for ball, dinner or theatre wear are black, a note of relief being added by means of a sash of gold tissue, a wonderful silk rose at neck or waist, or panels of colour that flash from beneath the fold of black as the wearer moves. It would seem as though designers had decided to renounce their habit of obtaining effects by means of whole colour ideas and, instead, to make a foundation of the black which lends itself so easily to moulding and draping the figure to advantage, and rely for colour effects on just one splash or note, artistically introduced.

A perfectly plain black satin dress will have four panels of royal blue or cerise; another will show a sash or girdle effect in the ever-popular jade or, maybe, in gold or silver tissue or brocade. These are made to encircle the waist loosely and are usually finished with a rather big bow, fastening on the side with extra big loops. A pretty restaurant dress I saw at one of the big hotels this week was in black *tricot de soie*, made with very wide tucks forming a peak on the side, and was a one-piece dress and the bodice fastened high up the neck, where it was caught by a width of black *ciré* ribbon, which encircled the neck, fastened with a couple of loops on the side and, long streamers that hung down below the knees; the last touch was the addition of a large La France rose, which was tucked in at the neck in the folds of the ribbon loops and added the one note of colour relief in the whole dress.

BLACK NET.

Black net is worn a great deal, also, for evening wear—a fashion that has, naturally, brought back a craze for Chantilly. A net dress trimmed with narrow rows of Chantilly is a favourite model. Stripes and designs in colour are woven into black net, and even coloured embroidery is used as a medium for decoration.

Silver lace, too, is used in conjunction with black net. Dresses fashioned of this flimsy material are, necessarily, plain in cut and detail, depending for trimming on rich lace or colour effects. Sashes of jade green tulle are much worn with black net dress, the bows, as a rule, fastening on the side.

(Continued at foot of next column.)

BABY CARRIED OFF BY
EAGLE?SKELETON FOUND ON A SCOTTISH
MOUNTAIN.

A remarkable solution of a seven-year-old mystery is suggested by a discovery last month on the highest mountain in central Aberdeenshire, known as the Alither Tap of Benachie.

In the summer of 1914 a two-year-old child disappeared from the Croft of Doorlethen, at the foot of the north side of Benachie. A six-weeks' search, conducted by police and by volunteer parties from townships in a thirty-mile radius, proved futile. The popular belief was that the child had been kidnapped by gipsies or carried away by an eagle.

The charred skeleton of the child's body was found yesterday among burned undergrowth on the hillside, about two miles from the cottage from which it had disappeared. The discovery was made by a contractor who was examining timber damaged by a fire that swept the hill last year.

PREVIOUS CASES.

So sequestered is the spot that credence is given to the theory that the baby was carried away by an eagle. It was too young to have wandered two miles up a steep hillside deeply covered with undergrowth.

There have been several instances in recent years of babies being carried away by eagles in the Alps and Pyrenees—at Arden, Switzerland; Varallo, Italy; Alp Camp, Switzerland; Courmayeur, Switzerland, and elsewhere. On several occasions, also, the bones of children have been found in eagles' nests.

The most remarkable Scottish case was recorded in the *Daily Express* of May 6th, 1901.

The eighteen-months-old daughter of a Scotch landlord, after living at Inverchinch, was seized while playing in a field. Some hours later the horribly mangled body was found on the crest of a neighbouring hill. One hand was clutching a bunch of eagle's feathers.

Before the searchers could stop the agonised mother she caught sight of her baby's mutilated face and fell unconscious.

THE TALE OF A TANK.

A few weeks ago a gentleman from Detroit joined a train at Toronto to return home. He carried with him a suit case containing a dozen bottles of "Scotch" which he was taking home to the "dry" land.

He was afraid that his luggage might be lost, and consulted the car porter, who found a safe hiding-place for the treasured bottles in the water tank in one of the coaches. All went well till the train reached London (Ontario), but then two railway employees entered the coach, each carrying a bucket of ice, which was dumped into the tank. Some time later the proprietor of the suit-case noticed a steady stream of his fellow-passengers moving to and from the water tank, with cups in hand. The train had almost reached Windsor, the station before Detroit, when he himself went to investigate. The ice had broken, the bottles, and the Detroit man had provided his fellows with free and much-appreciated refreshment of iced whisky.

Decolletés are, on the whole, far more sober than they were last year, extravagant instances which one is bound to see here and there. The modern woman of good taste, however, has abandoned the excessive décolleté, and the bare backs which one sees to-day inevitably belong to the women whose taste is questionable in other matters besides that of dress.

There appears to be a rivalry among furriers as to who can produce the best imitation fur. The exorbitant prices charged for the smallest scrap of fur is, no doubt, the cause of this demand for the imitated article. Real fur, apparently, is only for the *non-remouables* and the millionaires; for the rest of us there are a hundred and one imitations and substitutes that have mostly sprung into existence since last year. Bunny, of course, is called upon to play many parts, and figures almost invariably as seal; he also makes up as a clever imitation of musquash and other short-haired pelts. Goat's hair is the next most useful. On account of its shinness and length, admirable imitations of skunk are obtained with this skin. Cut into stripes and treated differently, it becomes moose fur and trims countless thousands of hats, frocks and coats. There is also a clever imitation of astrakhan, and the commoner types of *faux* are made up into wraps which pass for the rarest among the Russian and Canadian breeds.

Lamb's wool, because of its comparative cheapness, is tremendously in favour just now. It is dyed all shades and makes up into the coats of coats, usually a hat or cap to match being added. A pretty set of this kind was worn by a young girl and consisted of a loose-fitting jacket in pale grey lambs-wool and tam o' shanter cap to match. Warm wraps, stoles and muffs are made of this cosy skin, which is also used greatly for trimming.

For those who can afford real furs, there are koistis, ermine, mink, seal, musquash, skunk, Canadian sable broadtail. Fitch, also, is very popular, more particularly for trimming. Fashion demands that everything shall harmonize and form an ensemble of perfection. For this reason, fitch is much in evidence as it lends itself admirably for trimming and relieves the monotony of a dark, plain gown and completes the effect with a touch on the hat. Opium and ermine are used mostly in this way, too. Instead of straight-line coats, furriers are favouring luxurious cape wraps that fold round the wearer. An alternative is the rather bulky coat with extremely low-set kimono sleeves, which when it is on, produces the same effect as the cape wrap. Muffs are not so round as they were last year, but are still on the small side.

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WORK DRIVEN ABROAD.

Few more humiliating episodes have occurred to a great industry, which is peculiarly national in essence and tradition, than that which is at present afflicting the shipyards of this country (says *The Daily Telegraph* of March 23rd). Owing to the strike of joiners and carpenters, which broke out on December 1st last year upon a matter of wage adjustment, the completion and repairs of ships is being increasingly held up in Great Britain. The spectacle has arisen of a procession of large vessels of the British Mercantile Marine across the North Sea to foreign ports because a cog has been withdrawn from the machinery which, for hundreds of years, has enabled them to fit out in this country. Side by side with stagnation in our own yards there is the irritating picture of a thriving Continental industry. The shipyards on the other side of the North Sea are full up with work, even German ports sharing in the general prosperity at our expense. It is estimated that the number of British ships in the hands of foreign workmen runs into dozens, so that some hundreds of thousands of pounds are going abroad at a time when they are badly needed at home.

The trouble originated in the decision of British shipbuilders to give their joiners a special advance in wages, in order to compete successfully for their services with the demands of the house-building trade. No sooner had they given the advance than the shipbuilders found they would be expected to treat the other trades in like fashion, because the usual relationships of the different trades and their rates of remuneration had been upset. The state of the industry precluded the possibility of making universal advances, and the shipbuilders found themselves compelled to ask the joiners to revert to their previous wages. The men rejected the proposed reduction of 12s., and came out on strike in December.

WIDESPREAD EFFECTS.

The number of workmen directly involved in the dispute is returned at 10,000. They are distributed over all the principal yards with one important exception. Belfast appears to be the only place in these islands where the great shipbuilding and repairing industry, which last year provided one of the most encouraging examples of post-war rehabilitation and development, is proceeding with ordinary regularity. The picture of 10,000 workmen standing deliberately aloof while business which is badly needed in this country has, perforce, to be taken to the Continent would be sufficiently distressing if it conveyed a full and accurate representation of the facts. Unhappily, it does not. Its incidence is widened gravely by secondary considerations. In the first place, the strike has lasted long enough for its effects to be felt by many sections of workers in the shipyards other than those immediately responsible. Its results have percolated far into the inner mechanism of the industry, clogging first of all, subordinate movements only, but arresting finally its main motive power. The influence of the dispute has been felt in two directions. In the shipbuilding department the work of the joiners usually proceeds simultaneously with that of the builders, so that when the ship is launched the former are ready to take possession for the process of fitting out. What has been happening recently is that ships have been constructed and launched and then have progressed no further towards completion. The case of one large vessel may be cited as an example. She was launched six months ago, and should have been ready for sea before the end of last year. She figured in the sailing programme of one of the big companies for January, and should have left this country with 1,300 passengers during that month. That voyage had, of course, to be abandoned, and the inconvenience suffered by the intending passengers, whose bookings were cancelled, can be imagined. The company have given up any hope of getting this ship into commission by a fixed date, and have withdrawn her from their list of sailings. In this particular instance a great liner which should by now have circumnavigated the globe, or at least have completed an equivalent distance, lies useless and unremunerative for want of workmen to finish her.

LARGE SUMS FORFEITED.

In another case, where a new vessel was left in this incomplete state, the owners took the bull by the horns and, very reluctantly, it may be stated, sent her across to the Continent to be fitted. That vessel was duly completed, and she sailed a fortnight after her appointed time. By driving this ship across the North Sea, the strike enriched the pockets of the Continental workers by £4,000 in wages, which should have come to London.

Besides the new ships there are those which require repair and overhaul, a process that funds employment for many thousands of workmen in this country. Here, again, owners have been faced with the necessity of either withdrawing their ships from service or of sending them to one of the Continental ports for repair. Specific cases which have come to light illustrate the grotesque unfairness of the disservice which has been done to the British shipyard workers by the strike of the joiners. Two British vessels were recently chartered abroad at a cost of £20,000. A mere 8 per cent. of this went into the pocket of the Continental joiners; the remainder was paid in respect of work other than joinery, and may be said to represent the penalty inflicted by the strike upon other British workmen, who would have shared in the proceeds of this particular job had it not been driven out of England. Other ships, belonging to the same company, are to be dealt with on the Continent, so that it is estimated that no less than £70,000 of one firm's money will have been diverted from British industry in the space of a few weeks. It is difficult to imagine that the rank and file of labour in the British shipyards regard with any sort

(Continued at foot of next column.)

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

From: Rob. John, Hongkong Hotel Shanghai
 Address: Kobe
 Paid, Hongkong Club (4) ... Kobe
 Philabank ... Shanghai
 Socoon ... Omata
 Thomas Swire ... Peking
 Young Sze Ew, 84, Hollywood Road ... Amoy
 Thong Yak ... Shanghai
 See Ewe Song ... Amoy
 Man Woo ... Shanghai
 Yuen Ching Tai ... Shanghai
 Cheng Sin Nam, 53, Connaught Road, C. ... Shanghai
 Lo Man, 16, Morrison Gap Rd. ... Shanghai
 Kwong On Tai ... Shanghai
 Young Titi Fu, Great Eastern Hotel (3) ... Shanghai
 Ngo Chow Fu, Deinghung-hwoko Siyen Street ... Tokio
 4331 ... Hankow
 Man Shun Lung, 17, Wing Wo Street ... Yokohama
 5961 ... Hankow

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

From: Dreyfus ... Haiphong
 Address: Estabon Fadillon Hawaiian Office ... Cebu
 Garawal ... Calcutta
 McIntyre, Steamship Rubber Devonport
 Jacob Drive, Hongkong
 Hotel ... Singapore
 Zilaram, c/o Hajecmail ... Bandoeng

HONGKONG TIDE TABLE.

From April 29th to May 5th, 1921.

Days of Week	Days of Month	HIGH WATER			LOW WATER		
		H'kong Standard Time	Height	Height	H'kong Standard Time	Height	Height
Fri.	29	h. m. No infer.	h. m. high	h. m. low	h. m. No infer.	h. m. high	h. m. low
		0 51 a	6 7	9 52 a	2 1		
Satur.	30	h. m. No infer.	h. m. high	h. m. low	h. m. No infer.	h. m. high	h. m. low
		2 14 a	5 4	10 56 a	2 2		
Sun.	1	h. m. No infer.	h. m. high	h. m. low	h. m. No infer.	h. m. high	h. m. low
		3 54 a	5 2	11 44 a	2 1		
Mon.	2	h. m. No infer.	h. m. high	h. m. low	h. m. No infer.	h. m. high	h. m. low
		5 18 a	5 0	0 1 a	3 9		
Tues.	3	h. m. No infer.	h. m. high	h. m. low	h. m. No infer.	h. m. high	h. m. low
		7 3 a	5 0	0 23 a	2 1		
Wed.	4	h. m. No infer.	h. m. high	h. m. low	h. m. No infer.	h. m. high	h. m. low
		7 17 a	5 0	0 57 a	2 1		
Thur.	5	h. m. No infer.	h. m. high	h. m. low	h. m. No infer.	h. m. high	h. m. low
		7 35 a	5 0	1 29 a	2 1		
		7 57 a	5 4	2 7 a	2 1		



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ETC.

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of satisfaction or equanimity proceedings

which are mjecting them week by week

in many thousands of pounds. The sting

of the matter is not likely to be assuaged,

either, by the reflection that the joiners

themselves, or many of them, have not

stayed to share the consequences of their

own actions. In increasing numbers they

have found lucrative employment in the

house-building industry, the temporarily

higher emoluments in which really pre-

occupied the whole trouble. In other

words, a proportion of them helped to

settle the ship and then left in the only

boat available—*Daily Telegraph*.

INDO-CHINA STEAM NAVIGATION COMPANY LIMITED

SAILINGS, SUBJECT TO ALTERATION

MANILA ... "LOONGSANG" ... Fri. 28th April, 3 p.m.
 SHANGHAI via NINGPO ... "HOPRANG" ... Sat. 30th April, D'light
 SHANGHAI via SWATOW ... "WINGSANG" ... Sun. 1st May, D'light
 BANGKOK via SWATOW ... "KWOXSANG" ... Tues. 3rd May, D'light
 SHANGHAI via SWATOW ... "KWOXSANG" ... Tues. 3rd May, D'light
 STRAITS & CALCUTTA ... "YATSHING" ... Tues. 3rd May, 3 p.m.
 HAIPHONG via HOIHOW ... "LOKHSANG" ... Wed. 4th May, 9 a.m.
 SHANGHAI & TIENTSIN via SWATOW ... "CHEONGSHING" ... Thurs. 5th May, D'light
 TIENTSIN ... "CHEONGSHING" ... Thurs. 5th May, D'light

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodations, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

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MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

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TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Changhai.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

ss. "YATSHING" will be despatched on or about Tuesday, May 3rd, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS and DUTCH EAST INDIES.

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Telephone No. 216

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Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel ... Due Hongkong
 ss. "GLENLYLE" ... 9th May.
 ss. "GLENOGLE" ... 15th May.

HOMEWARDS.

Vessel ... Leaves Hongkong ... Discharges
 ss. "GLENIFFER" ... about 23th May ... GENOA, LONDON & ROTTERDAM.

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Managing Director: Mr. MATSUDA ABE

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Twenty steamers of about 9,100 tons

Two steamers of about 6,400 tons

(Belonging to the Kawasaki Dock

For Charter Rates and all other particulars

KAWASAKI

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No

SHIPPING NEWS

ARRIVALS.

April 27th.
Whangchow, British str., 1,203 tons, Capt. F. A. Lovgrove, from Bangkok, with a general cargo.—B. & S.
Chongpa, Chinese str., 588 tons, Capt. F. Fletcher, from Pakhoi, with a general cargo.—Hing Lee & Co.
Harmata Maru, Japanese str., 2,845 tons, Capt. Y. Ohima, from Butavia.—Mitsui.
Hydrangea, British str., 561 tons, Capt. J. E. Drummond, from Swatow, with a general cargo.—Chin On S.S. Co.
Indaban Maru, Japanese str., 692 tons, Capt. K. Nakamura, from Keelung, with coal.—K. Kimura.
Shun Cheong, Chinese str., 235 tons, Capt. Leung San Kong, from K. C. Wau, with a general cargo.—Wai Yee.
 April 28th.
Chewan, British str., 1,235 tons, Capt. Purcell, from Shanghai and Swatow, with a general cargo.—B. & S.
Xouchow, British str., 1,222 tons, Capt. P. H. Cowan, from Bangkok and Swatow, with a general cargo.—B. & S.
Lecky, British str., 972 tons, Capt. Bocker, from Bangkok and Swatow, with a general cargo.—J.M. & Co.
Lima Maru, Japanese str., 4,744 tons, Capt. Y. Masuzumi, from Singapore, with a general cargo.—N.Y.K.
Montague, American str., 3,629 tons, Capt. H. Whitehead, from Manila, with a general cargo.—Admiral Line.
Rokkoku Maru, Japanese str., 1,160 tons, Capt. K. Takaya, from Miki, with coal.—M.B.K.
Saga Maru, Japanese str., 1,432 tons, Capt. H. Higashimura, from Bangkok, with rice.—Y. Sato & Co.
Shien Maru, Japanese str., 1,291 tons, Capt. Mochiharu, from Keelung, with a cargo of coal.—O.N.K.
Victoria, British str., 1,870 tons, Capt. F. J. Fisher, from Australia Borneo and Manila, with a general cargo.—China Australia S.S. Line.

CLEARANCES.

April 28th.
Alinga, for Saigon.
Asia, for Saigon.
Chewan, for Canton.
Fauler, for Foochow.
Georgia, for Swatow.
Honolulu Maru, for Kobe.
Kueichow, for Weihaiwei.
Lima Maru, for Shanghai.
Pearl Shell, for Singapore.
Rokkoku Maru, for Tokyo.
Shuncheung, for K. C. Wau.

PASSENGERS.

Per s.s. **Kueichow**, on April 28th.—Mr. B. E. Harmer.
 Per s.s. **Victoria**, on April 28th.—Mrs. Williams, Miss Syring, Mr. Abbott, Mr. Mullen, Mr. Ballentyne, Mr. Hotchand.

DEPARTURES.

Per s.s. **Empress of Russia**, to Vancouver via ports, on April 28th.—Mr. F. Annerley, Mr. T. E. Beard, Mrs. E. Berger, and Mrs. G. H. Bower, Mr. D. R. Blair, Mr. O. Brown, Mr. F. B. L. Bowley, Mrs. D. J. C. Bakker, Mr. H. W. Bird, Mr. and Mrs. J. W. Banbury and daughters, Mr. and Mrs. H. C. Clements, Mr. and Mrs. S. R. Curreen, Major G. M. Currie, Mr. T. R. Chassels, Mr. H. N. Dunning, Mrs. T. B. Drew, Capt. and Mrs. Hugh Dobson, Mr. G. T. Edkins, Miss R. Edkins, Mr. Hamilton Edwards, Mr. F. Ellis, Mr. H. Eadie, Mr. B. P. Flood, Mr. A. Forbes, Mr. T. D. Findlay, Mr. G. Fletcher, Mr. H. B. Fleischer, Lieut. Col. Greer, Mr. H. B. Graybill, Mr. and Mrs. H. H. Geffroy, Miss K. Goddall, Mr. W. E. Greenbaum, Mr. H. G. Gorin, Mr. B. K. Hung, Mrs. R. J. H. Henderson, Mr. and Mrs. Hulise, Mrs. M. Hussey, Mr. G. Harper, Mr. V. G. Holderman, Mr. V. N. Hung, Dr. and Mrs. L. H. van Hasselt, Miss May Hollett, Miss A. Hesel, Miss E. H. Irving, Mr. G. A. Jolley, Sir Ellis Kadoorie, Mr. and Mrs. Abraham Kalaf, Miss Lavelle and Mrs. Chas. Kalaf, Mr. K. Lopez, Mr. E. M. Lee, Mrs. G. M. McDonald, Mr. A. C. McNeel, Mr. L. McLean, Miss J. Malcolm, Miss B. Murphy, Mr. and Mrs. W. C. Miller, Lt. R. E. F. Mackenzie, Mrs. Mitchell, Mr. C. Morrow, Mr. J. Mahood, Mr. M. Nathana, Mrs. Plowman, Mr. B. J. Patterson, Mrs. E. K. and Miss H. Poyrie, Mr. V. C. Ponsbury, Mr. Chas. Quartermaine, Mr. B. Randall, Mr. and Mrs. C. A. De Rosa, Mr. and Mrs. R. A. Rogers, Rev. Father L. Robert, Miss Alice Ross, Miss E. Smith, Miss J. Sherrin, Miss H. M. Smith, Dr. B. F. Surryne, Major G. Stoddart, Mr. A. E. Smith, Mrs. A. W. Stevenson, Mr. and Mrs. Frank Smyth, Captain E. V. Sassoon, Mr. M. A. Sassoon, Mr. H. Sassoon, Mrs. G. A. Saebo, Mr. Julia Santos, Mrs. C. P. Templeton, Lt. W. F. Twedell, Dr. and Mrs. R. C. Thomas, Miss M. M. and Miss J. B. Thomas, Miss F. Taylor, Mr. W. S. Tausig, Mr. Frank Veaper, Mr. A. Visser, Mr. H. J. Vollenwelder, Miss Florence Wilson, Mr. H. B. Waring, Mrs. A. Wilkins, Mr. H. P. White, Mr. N. C. Wilson, and Mr. Williamson.

Per s.s. **Shingo Maru**, for San Francisco and intermediate ports, on April 27th.—Rev. B. Aubert, Rev. and Mrs. S. I. Arnold, Mrs. F. C. Allen, Mrs. H. F. Ashby, Mr. E. F. Achard, Mr. and Mrs. L. C. Bowsay, Mr. W. Barr, Mrs. J. G. Buell, Mr. and Mrs. A. Barendsen, Mrs. H. Berners, Mrs. E. M. Burrows, Mrs. J. B. Biggs, Mrs. J. P. Campoo, Mrs. J. B. Clough, Mrs. W. Carr, Mr. E. L. Durbam, Miss H. Davies, Mr. H. Eudy, Mrs. M. P. Eudy, Mrs. G. Findlay, Lt. Col. and Mrs. R. B. Goings, Mr. and Mrs. I. W. Gill, Mrs. B. S. Gately, Mrs. F. D. Harrison, Mrs. B. W. Hyde, Miss F. Hyde, Mr. B. W. Hyde, Mrs. C. E. Holt, Mr. L. A. Hippach, Mr. F. Hutchison, Mrs. J. Hicke, Rev. E. Hanold, Mr. and Mrs. N. T. Jelly, Mrs. A. Leimbach, Mrs. M. E. Laason, Mrs. M. Lehman, Mrs. E. Lindsay, the Misses C. V. and J. E. Lichance, Mr. and Mrs. H. C. Lubek, Mrs. J. Lutz, Mr. E. J. McCarty, Mr. F. Mapa, Rev. A. Mayer, Mr. and Mrs. Morris, Rev. Mrs. L. A. Oliver, Dr. and Mrs. W. S. Priest, the Misses Reid (3), Mrs. L. F. Reese, Mrs. E. W. Riley, Mrs. Robinson, Mr. and Mrs. J. W. Sanders, Miss L. Sumulong, Mrs. B. Smith, Miss J. Schneider, Rev. T. Schu, Rev. H. Storck, Rev. J. Schevintek, Mrs. J. H. Taggart, Mr. J. M. A. Tuna, Mrs. H. H. Taylor, Rev. N. T. Tabern, Mrs. A. Viterbo, P. and Mrs. E. Hon, Mr. A. Viterbo, P. and Mrs. E. Hon, E. Violette, Mr. and Mrs. W. Valentine, the Misses E. and B. Valentine, Master B. Valentine, Mrs. F. M. Vicini, Mr. W. Wery, Mrs. C. H. Wierman, Miss H. Wright, Rev. K. Weber.

SHIPPING MOVEMENTS.

The s.s. **Antiochus** (Blue Funnel line) left Kuchinotau on April 27th for Liverpool, via Genoa and Marseilles via Hongkong, and is due here on May 1st. She will sail, as above, on May 3rd.
 The T.K.K. s.s. **Persia Maru** arrived at Yokohama on April 28th, and sails on the 28th, in accordance with schedule, being due at Hongkong on May 6th.

VESSELS EXPECTED.

Aberdeen (Admiral line), from Shanghai, due May 23rd.
Bellerophon (Blue Funnel line), due May 18th.
Bowen Castle (Barber line), Dodwell & Co., agents, from New York, due May 18th.
Edmore (Admiral line), from Shanghai, due May 23rd.
Farquhar (Blue Funnel), due April 30th.
Hector (Blue Funnel), due May 1st.
Hakata Maru (N.Y.K.), from Japan, due May 2nd.
Kaga Maru (N.Y.K.), from London, due May 25th.
Kirin Maru (N.Y.K.), from Calcutta, due May 10th.
Manhattan (Blue Funnel), due May 8th.
Mongolian Prince, from Shanghai, due April 30th, at daylight.
Shidekuo Maru (N.Y.K.), due May 12th.
Soudan (P. & O.), from Shanghai, due to-day about 2 p.m.
Wenatchee (Admiral line), due May 1st.

WEATHER REPORT.

April 28th, at 1105.—Pressure has decreased considerably at Vladivostok; increased considerably along the east coast of China and slightly to moderately elsewhere.
 A weak anti-cyclone is situated over N. China and a depression is moving eastward across the Sea of Japan.
 The Tongking depression has filled up.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 2.15 inches. Total since January 1st, 8.02 inches against an average of 11.14 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—
 District Forecast.
Hongkong to Gap Rock—E. and N.E. winds, moderate; fair.
Fernous Channel—The same as No. 1.
South coast of China between—The same as Hongkong and Lamock's No. 1.
South coast of China between—The same as Hongkong and Hainan No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 28th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.78	29.86	29.81
Temperature	72	72	72
Humidity	72	82	75
Wind Direction	South	SSE	East
Force	4	1	3
Weather	—	om	0
Rain	—	—	2.15
Highest open-air Temperature on 27th	84		
Lowest open-air Temperature on 28th	71		

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE STEAMSHIP
"PANAMA"
 will be sailing from Hongkong about End of April, taking cargo for:—
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 [741]

C.P.O.S.

SAILINGS

HONGKONG TO VANCOUVER

Steamers	From	Due
EMPEROR OF JAPAN	May 27	June 7
EMPEROR OF ASIA	May 28	June 13
EMPEROR OF RUSSIA	June 14	July 8
EMPEROR OF JAPAN	June 23	July 11
EMPEROR OF ASIA	July 7	July 28
EMPEROR OF RUSSIA	July 21	Aug. 8
EMPEROR OF JAPAN	Aug. 18	Sept. 5
EMPEROR OF ASIA	Aug. 23	Sept. 19
EMPEROR OF JAPAN	Sept. 20	Oct. 11

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are so congested as to make it impossible to guarantee passage on any particular date for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

For fares and other information please apply to:
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 "GOLDEN STATE" ... Sailing June 11th.
 "GOLDEN STATE" ... Sailing July 4th.

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Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

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For SHANGHAI

For SINGAPORE, PENANG, RANGOON AND CALCUTTA.

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Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bazaar, Marseilles, Barcelona, the Cape, Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

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FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "MACASSAR MARU" ... sailing on or about 7th May.
 S.S. "SAMARANG MARU" ... End of May.

FOR JAPAN.

Ports of call:—Mojl, Kobe and Yokohama.

S.S. "SAMARANG MARU" ... sailing on or about 2nd May.
 S.S. "BORNEO MARU" ... Middle of May.For further particulars please apply to:—
 K. SUZUKI, Manager,
 No. 3, Queen's Road Central.
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STRUTHERS & DIXON, Inc.

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Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

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T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
PERLIA MARU	9,000	May 14th.
TAIYO MARU	22,000	May 25th.
SIBERIA MARU	20,000	May 10th.
TENYO MARU	22,000	June 21st.
KOREA MARU	20,000	July 1st.
SHINKO MARU	22,000	July 18th.

† Calling at Dairen instead of Nagasaki. ‡ Omitting Shanghai.

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THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	14,000	May 15th.
RAKYUO MARU	17,500	May 10th.
CHOYO MARU	—	July 11th.

Cargo only.
 For full information regarding passengers freight and sailings, apply to:—
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 King's Building. Tel. Nos. 2374 & 2375.Agents at Canton: Messrs. T. E. GRIFFITH, LTD.
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CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS

S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 16,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" May 18th S.S. "NANKING" June 15th S.S. "NILE" July 13th

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING" June 4th

SAILING FROM

HONGKONG for SINGAPORE

S.S. "CHINA" April 30th S.S. "NILE" June 25th

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

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 No. 1934. No. 2181.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	JAVA	Loading	3rd May	JAVA
TJILIWONG	JAVA	in port	1st May	SHANGHAI
TJIKINI	JAVA	8th May	11th May	SHANGHAI
TJILEROET	JAVA	8th May	21st May	JAVA

* Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
 York Building First Floor Telephone No. 1674.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Sailings subject to alterations.

	Loading	For	Sailing
"BOEROR"	May	AMSTERDAM & HAMBURG	15th May.
"ALCOR"	June	ROTTERDAM & HAMBURG	2nd June.
"ALCHIBA"	July	AMSTERDAM & HAMBURG	20th July.

For full particulars please apply to:—
JAVA-CHINA-JAPAN LIJN.
 General Agents,
 York Building
 Tel. No. 164.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents."ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)
JAPAN, CHINA & STRAITSTO
UNITED KINGDOM & CONTINENT.

LONDON, ROTTERDAM & HAMBURG

S.S. "KASENGA" ... 8th May.

LONDON, ROTTERDAM & HAMBURG

S.S. "KATUNA" ... 25th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to REISS & CO., CANTON.

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

BOSTON & NEW YORK S.S. "CITY OF DUNKIRK" ... 30th April
— do — S.S. "KNIGHT COMPANION" ... 16th May
— do — S.S. "CITY OF SHANGHAI" ... 8th June

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
Waiwei, C'poo, N'ch'wang & T'win	"HUICHOW"	On 30th April, 4 P.M.
SHANGHAI & TUNGTAO	"CHEN"	On 1st May, 11 A.M.
SWATOW & BANGKOK	"KANGHOU"	On 3rd May, 10 A.M.
AMOI, SHANGHAI & FUKOW	"SINKIANG"	On 3rd May, Noon.
SHANGHAI	"SUNNING"	On 5th May, Noon.
HOIHOW, PAKHOI & H'PHONG	"KAIFONG"	On 8th May, 10 A.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Amplest Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tungtao (weekly) taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 38.

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers. Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOCHOW
AND RETURN

(Occupying 9 to 10 Days)

"LAICHING"	Capt. A.H. Stewart	SATURDAY, April, 30th, at 2 P.M.
"HAILONG"	Capt. W. Cooper	TUESDAY, May, 3rd, at 12 Noon
"HAILONG"	Capt. W.C. Pasmore	FRIDAY, May, 6th, at 12 Noon

* Calling at Swatow for Passengers Only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SODAN"	7,000	30th Apr. 11 A.M.	Marseilles, London & Antwerp
"DILWASHA"	6,378	10th May	Singapore, Colombo & Bombay
"NAGOVA"	7,000	13th May	Marseilles, London & Antwerp
"FLASSY"	7,346	11th June	do.
"DELTA"	8,000	24th June	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" 7,000 1st May Calcutta via S'pore, P'ang & B'g'poo

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	8th May	Sandakan, Thursday Island
"ST. ALBANS"	5,000	25th May	Townsville, Brisbane, Sydney & Melbourne

SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	6,000	28th Apr. 9 A.M.	Amoy, Shanghai & Kobe
"PIA-SY"	7,346	24th May	Shanghai only
"ST. ALBANS"	5,000	7th May	Japan direct.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in the afternoon of their P. & O. Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

21, Des Voeux Road Central, HONGKONG.

O S K
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ATLAS MARU" ... Saturday, 14th May

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"CHICAGO MARU" ... Sunday, 15th May.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"GANGES MARU" ... Saturday, 30th April.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

"SHISEN MARU" ... Sunday, 1st May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Thursday, 28th May.

NEW YORK via SUEZ—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"SUMATRA MARU" ... Tuesday, 31st May.

NEW ORLEANS LINE via SUEZ, SUMATRA MARU ... Tuesday, 31st May.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"RAIO MARU" ... Sunday, 3rd May.

TAKAO via SWATOW & AMOI ... Thursday, 6th May.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
No. 1, Queen's Building.

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS

Steamer Arr. Hongkong from Australia. Lv. Hongkong for Australia.

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with latest machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Saloon. A fully qualified Doctor is carried. Redwood Pass. Cargo booked through to all Australia, New Zealand & Tasmania Ports.
For Freight and Passage apply to—BUTTERFIELD & SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

S.S. "WENATCHEE" For MANILA ... Sailing May 3rd.

For VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

S.S. "CROSSEYS"	Freight only	April 19th	Arrive Seattle
S.S. "WENATCHEE"	...	May 14th	May 21st
S.S. "EDMORE"	Freight only	May 24th	June 3rd
S.S. "WENATCHEE"	...	July 25th	July 10th
S.S. "KEYSTONE STATE"	...	Aug. 3rd	Aug. 18th
S.S. "ABERCOS"	...	...	Sept. 15th

S.S. "ABERCOS" ... Sailing May 25rd.

For PORTLAND DIRECT

(Calling Kobe & Yokohama).

S.S. "MONTAGUE" Freight only April 29th ... June 4th.

S.S. "ABERCOS" calling at Shanghai & Japan Ports Sailing June 2nd.

Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478.

5th Floor, Hotel Mansions, [71]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON—SINGAPORE—SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

LAKE FARRAR ... May 2nd.

LAKE ONAWA ... May 16th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE,

5th Floor, HOTEL MANSIONS BUILDING.

Tel. Adm. ADMIRALINE. Telephones 2477 & 2478.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WYTHEVILLE" ... to NEW YORK ... May 4th.

S.S. "WYNAH" ... to NEW YORK ... June 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE,

TELEPHONE

2477 & 2478.

AGENTS.

5th Floor

HOTEL MANSIONS.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 20,000	On or about 29th April.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ	"AMAZONE" 11,000	On or about 10th May

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

Telephone 740

R. RODENFUSER,

Acting Agent,
Queen's Building.

CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" ... May 3rd.

"HWAH PING" ... May 13th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents,
115, Cross Street, Central.

Tel. 3467.

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
JAPAN AND SHANGHAI	Isaba Maru	20th inst.
SAIGON	Andre Tabou	29th inst.
SHANGHAI	Sinkiang	29th inst.
SHANGHAI	Soudan	29th inst.
JAPAN	Hakohi Maru	2nd May

OUTWARD MAILS.

FOR	PER	DATE
Saigon	Asia	Friday, 29th, 9.00 A.M.
*Straits, Bangkok, Calcutta and Aden	Lake Farmingdale	Friday, 29th, 11.00 A.M.
Takao	Bokusan Maru	Friday, 29th, 1.00 P.M.
Philippine Islands	Loonyang	Friday, 29th, 2.00 P.M.
Ningpo, Shanghai and North China	Hopang	Friday, 29th, 5.00 P.M.
Shanghai, N. China, and Japan	Andre Leon	Friday, 29th, 5.00 P.M.

*Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhannahodi, Aden, Egypt and EUROPE via MARSEILLES	Soudan	Saturday, 30th, 8.15 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhannahodi, Egypt, and EUROPE via MARSEILLES	Isaba Maru	Saturday, 30th, 9.30 A.M.
Saigon	Derang	Saturday, 30th, Noon
Swatow, Amoy and Foochow	Huichow	Saturday, 30th, 1.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhannahodi, Aden, Egypt and EUROPE via MARSEILLES	Huichow	Saturday, 30th, 2.00 P.M.
Swatow, Amoy and Foochow	Huichow	Saturday, 30th, 3.00 P.M.
Swatow, Amoy and Foochow	Huichow	Saturday, 30th, 4.00 P.M.
Swatow, Amoy and Foochow	Huichow	Saturday, 30th, 5.00 P.M.
Swatow, Amoy and Foochow	Huichow	Saturday, 30th, 6.00 P.M.
Swatow, Amoy and Foochow	Huichow	Saturday, 30th, 7.00 P.M.
Swatow, Amoy and Foochow	Huichow	Saturday, 30th, 8.00 P.M.
Swatow, Amoy and Foochow	Huichow	Saturday, 30th, 9.00 P.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

"PYRRHUS"	3RD MAY	London, Amsterdam & Antwerp.
"DEMODOCUS"	22ND MAY	London, Amsterdam & Antwerp.
"AGAPENOR"	24TH MAY	London, Amsterdam & Hamburg.
"MACHAON"	14TH JUNE	London, Rotterdam & Hamburg.
"ANCHISES"	21ST JUNE	London, Amsterdam & Hamburg.

LIVERPOOL SERVICE

"ANTIOCHUS"	3RD MAY	Genoa, M'sles, L'pool & G'gow.
"TYDEUS"	17TH MAY	Havre, Liverpool & Glasgow.
"EURYADES"	9TH JUNE	Genoa, M'sles, L'pool & G'gow.
"BEILEROPHON"	24TH JUNE	Genoa, M'sles, L'pool & G'gow.

PACIFIC SERVICE

"PROTESILAUS"	4TH MAY	Victoria, Seattle & Vancouver.
"TEUCHER"	25TH MAY	Victoria, Seattle & Vancouver.
"TALTHYBIUS"	15TH JUNE	Victoria, Seattle & Vancouver.

NEW YORK SERVICE

"KT. COMPANION"	16TH MAY	via Suez.
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HOMeward PASSENGER SERVICE

"PYRRHUS"	3RD MAY	for London.
"ANCHISES"	21ST JUNE	for London.
"MENTOR"	12TH JULY	for London.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE, AGENTS.

ASIA BANKING CORPORATION

(AN AMERICAN BANK).

Capital	U.S. \$4,000,000
Surplus and Undivided Profits	U.S. \$1,489,000

HEAD OFFICE: NEW YORK. BRANCH: SAN FRANCISCO.

Head Office for the Orient, SHANGHAI.

CANTON	HANKOW	MANILA	TIENTSIN
CHANGSHA	PEKING	SINGAPORE	

D. M. BIGGAR, Manager.

HONGKONG CHINESE COMMERCIAL NEWS, CHUNG NGOI SUN PO.

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE.

Terms for Advertising (Translation fee) can be obtained at the Office, 104, Des Voeux Road Central, Hongkong, 121, Fleet Street, London, or from the different Agents.

Documents translated from English into Chinese.

CURRENT Savings and Fixed Deposits bear interest at rates 2 per cent. 4 per cent. 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. URBAN LY, Manager.

Hongkong, July 7th, 1919.

COMMERCIAL.

OPENING QUOTATIONS.

April 23th.

On LONDON.—	
Telegraphic Transfer	3/8
Bank Bills, on demand	3/6
Bank Bills, at 30 days sight	—
Bank Bills, at 6 months' sight	2/8
Credits, at 6 months' sight	3/4
Documentary Bills, 6 months' sight	2/8

On PARIS.—		
Bank Bills, on demand	.....	67 1/2
Credits, 4 months' sight	.....	73 0
On NEW YORK.—		
Bank Bills, on demand	.....	49 1/2

	Credit, at 60 days sight	52 1/2
On BOMBAY.—	Telegraphic Transfer	—
	Bank Bills, on demand	102
On CALCUTTA.—		

On BOMBAY—	Telegraphic Transfer	—
	Bank Bills, on demand	192
On SHANGHAI—	Bank Bills, at sight	—
	Private 30 days sight	—

On YOKOHAMA.—On demand	102
On MANILA.—On demand—Pesos	108½
On SINGAPORE.—On demand	118½
On BATAVIA.—On demand.....	141
On HONGKONG.—On demand	100

On HAI PHONG.—On demand	nom.
On SARGON.—On demand .....	.....
On BANGKOK.—On demand	83 1/2
SOVEREIGNS, Bank's Buying Rate	\$7.75 n.
GOLD LEAF 100 fine, per toal	48 40"

Hongkong	10 cents piece	\$2.07 Premium.
Hongkong	30	0.08 Discount.
Canton	20	15.40
Canton	10	0.00

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION, A. G. STEPHEN, Chief Manager.

Hongkong, December 29th, 1920.

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	¥90,000,000.00
Paid-up Capital	¥12,750,000.00
Reserve Funds	¥7,750,000.00

HEAD OFFICE—PEKING. HONGKONG BRANCH—90-91, Canton Road Central Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Company of New York. New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Every description of Banking Business transacted.

Loans granted on approved securities. Special facilities for Home Exchange. Interest on Fixed Deposits at the following rates: For 3 months, 3 per cent. per annum. For 6 months, 4 per cent. per annum. For 12 months, 5 per cent. per annum.

TSUYEE PEI, Manager. Hongkong, February 7th, 1921.

BANQUE INDUSTRIELLE DE CHINE. (FRENCH BANK.)

Subscribed Capital	Fr. 150,000,000
Paid-up Capital	Fr. 75,000,000
Reserve Funds	Fr. 60,000,000
Deposits	Fr. 885,000,000

The Chinese Government owns one-third of the Capital.

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES: Lyon, Hongkong, Hankow, Shanghai, Canton, Tientsin, Hankow, New York, Bordeaux, Batavia.

Yunnanfu, Vladivostok, Pootchow, Swatow, Yokohama, Moukden, Antwerp, Pnom-Penh.

BANKERS: In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France. In LONDON: London Joint City & Midland Bank, Ltd. In SAN FRANCISCO: Crocker National Bank.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application. Every description of Banking and Exchange business transacted. Special facilities for French Exchange.

M. MONTAGNIER, Manager. Hongkong, January 20th, 1921.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1824. HEAD OFFICE—LONDON.

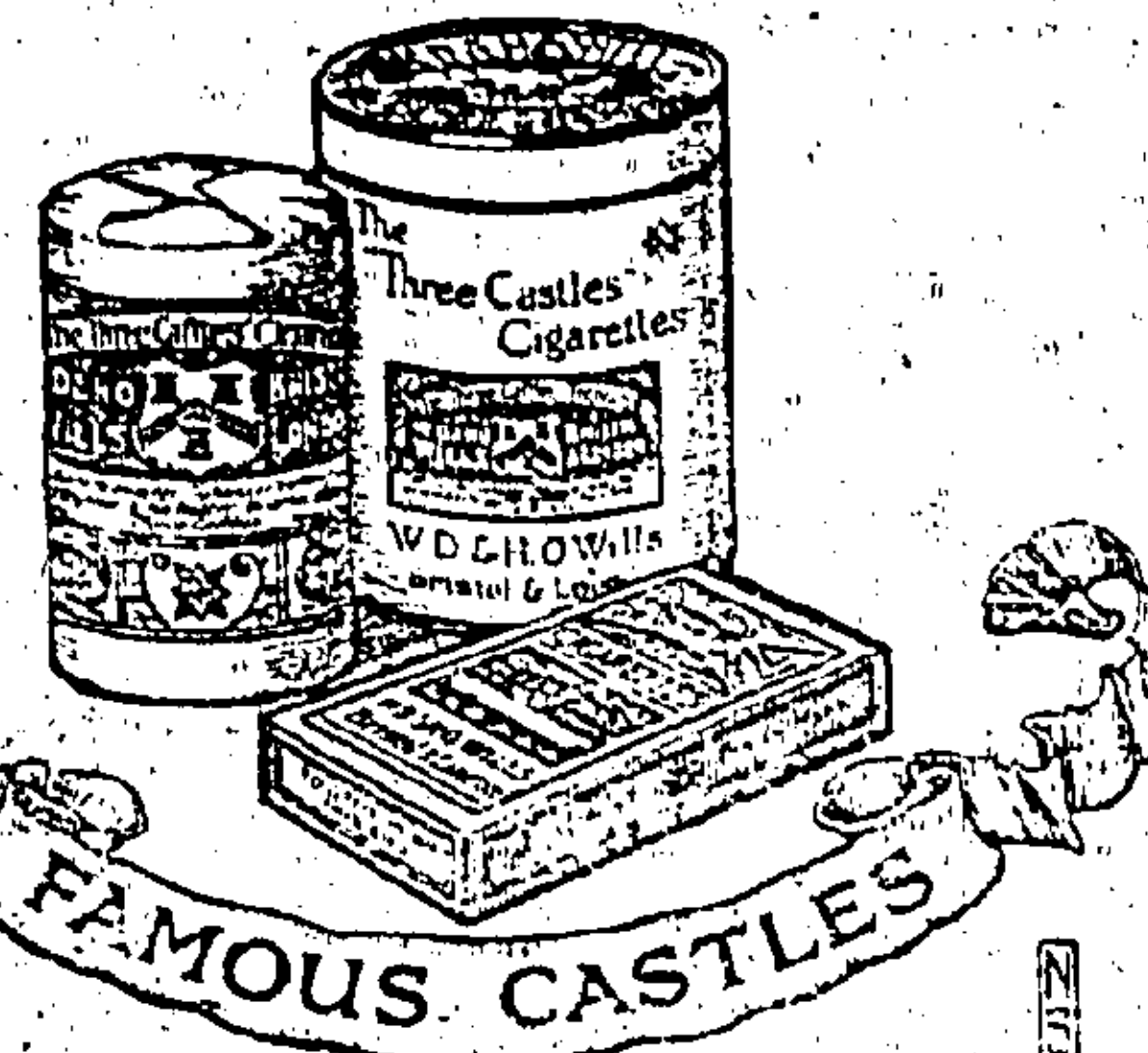
Paid-up Capital	£1,000,000
Reserve Fund	£1,000,000
Reserve Liability of Proprietors	£1,000,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Acting Manager. Hongkong, March 20th, 1921.



Just Pure Rich Mellow Virginia Tobacco



The "Three Castles" Cigarettes

THE CIGARETTE WITH THE PEDIGREE

If you smoke a pipe of course you smoke "CAPSTAN NAVY CUT"

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office: Paid-up Capital ... \$15,000,000. Reserve Funds: Sterling ... \$2,500,000. Silver ... \$21,500,000. Reserve Liability of Proprietors \$15,000,000.

Court of Directors: G. T. M. ECKERS, Esq., Chairman. G. M. DONWELL, Esq., Deputy Chairman. D. G. M. BERNARD, Esq., Hon. Mr. E. V. D. FARR. A. S. GUNBY, Esq., W. L. FARRINGTON, Esq., Hon. Mr. P. B. HOLYOK, J. A. PLUMMER, Esq., Hon. Mr. A. O. LANG, H. P. WHITE, Esq.

Chief Manager: Hon. Mr. A. G. STEPHEN.

Manager: Hongkong—A. H. BARNOW, Esq. Acting Manager: Shanghai—G. H. SMITH, Esq.

LONDON BANKERS: LONDON COUNTY WESTMINSTER & PARB'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, April 23th, 1921.

THE BANK OF TAIWAN Limited. (TAIWAN BANK.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 50,000,000
Capital (Paid-up)	45,000,000
Reserve Funds	9,000,000

HEAD OFFICE—TAIPEI, FORMOSA. BRANCHES: JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji. FORMOSA—Gilan, Kagi, Karsen, Keelung, Makung, Nanto, Piman, Shichihien, Tachiu, Tainan, Takow, Tamu, Tamsui, Aikou, etc.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton. OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS: LONDON COUNTY WESTMINSTER & PARB'S BANK.

The Bank has Correspondents in Commercial Centres in the European, Asiatic, African, American, and Australasian Continents, Japan, India, China, Siam, and other parts of the East.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager. Hongkong Branch: 3, Des Voeux Road Central, Hongkong, September 1st, 1920.

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE: 87, Gloucester Building, Hongkong.

Chairman of Board of Directors: Mr. WONG SHIU HAM.

Chief Manager: Mr. L. S. HOLM.

Asst. Manager: Mr. K. T. WONG.

Hongkong Manager: Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted. Current, Savings, and Fixed Deposits bear interest at rates of 2 per cent., 4 per cent. and 5 per cent. per annum, respectively.

L. S. HOLM, Chief Manager. Hongkong, October 2nd, 1920.

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE: No. 2, Queen's Road Central, HONGKONG. Established 1919.

PAID-UP CAPITAL	\$2,000,000.00
RESERVE FUND	500,000.00

DIRECTORS: Mr. Fong Wai Tong, Chairman. Mr. Chow Shou Son, Mr. Kan Ying Fo, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wang Yan Tong, Mr. P. K. Kwok, Mr. Chan Ching Sui, Mr. Ng Chang Lok, Mr. Kan Chin Nam.

Chief Manager: Mr. Kan Tong Po. Asst. Manager: Mr. Li Tse Fong.

BRANCHES & AGENCIES: LONDON, SHANGHAI, KOBÉ, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, BATAVIA, SAMARANG, SOERABAYA.

London Bankers:—The London Joint City & Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum on Savings Accounts at 3 per cent. per annum, and on Fixed Deposits at the following rates: For 3 months at the rate of 3 per cent. per annum. For 6 months at the rate of 4 per cent. per annum. For 12 months at the rate of 5 per cent. per annum.

KAN TONG PO, Chief Manager. Hongkong, October 1st, 1920.

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital	£2,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,100,000

BANKERS: THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD. Branches: Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Shanghai, Colombo, Kandy, New York, Singapore, Delhi, Karachi, Penang, Galle, Korta Bharu, Fort Louis (Mauritius).

HONGKONG BRANCH: Every description of Banking and Exchange business transacted. INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES, Manager. 7, Queen's Road Central, Hongkong, April 26th, 1921.

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